

# Acknowledgments

## Santaquin City

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# INTRODUCTION

## **Purpose**

Like most cities in Utah County, Santaquin has experienced an unprecedented period of growth for the last several years, and, in all likelihood, the City will continue to grow as a result of both natural increase and in-migration. If future growth is well guided, Santaquin City cannot only preserve, but enhance its country charm and maintain a sound tax base all the while making the City a better place in which to live, work, recreate and visit.

This plan is to be used as a guide for future land uses and development within Santaquin City. It should remain flexible enough to allow for developments and uses that serve to provide for the health, safety, and welfare, and promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of the City, its present and future inhabitants and businesses. It also serves to protect the City tax base, to secure economy in governmental expenditures, to foster agricultural and other industries, to protect both urban and non-urban development, and to protect property values and rights. The Plan, if followed, will encourage economic growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are followed by the policy and decision-making organizations.

## **General Planning Process**

Major efforts to create this Plan began in the latter part of 1999. The Santaquin City Council contracted with the Regional Planning Department of Mountainland Association of Governments (MAG) for circuit rider planning assistance through MAG's Community Assistance Program. The process included the development and taking of a community survey which asked numerous questions about housing, travel habits, home ownership, services desired and other aspects of community life. The results of the survey were formulated into goals, objectives and policies for the community.

Updates of this plan are occasionally initiated by the City Council. Updates may be requested to address newly annexed areas, development proposals, economic conditions, agricultural preservation, transportation options and demands on city services. Any update typically includes an extensive land use inventory of the City and lands in its annexation policy plan, and a review of the City's infrastructure status. Meetings are held with land owners, business owners and residents to discuss elemental changes of the General Plan. Comments from these meetings are integrated with planning and engineering studies or other city capital facility plans that address needs of the city.

## **Planning: A Continuing Process**

It should be recognized that a general plan is never really finished in the sense that a plan of a building is finished. Rather, a general plan should become a repository for new and improved

## INTRODUCTION

ideas which can be assimilated and made part of an ongoing program. As better solutions to planning issues become available, or as changes and unforeseen conditions arise, corresponding innovation should be incorporated in the General Plan. On the other hand, it should also be recognized that to make one change in a general plan may require many other changes to be made. This occurs because of the inter-relationships that are inherent in general plan elements. What may appear to be a better solution to a pressing issue, in and of itself, may mandate other changes which, in total, may become unacceptable. Changes should, therefore, be made in the General Plan only after the total effects have been analyzed and thoroughly evaluated. Within five (5) years, this plan will likely require some updating or amending. These amendments can be initiated by the Planning Commission, the City Council, or the Public.



Figure 1: Residents gathered for a General Plan meeting in 2006.

## Implementation

After the General Plan has been adopted, elected and appointed officials should no longer make decisions pertaining to matters relating to physical development without first referring to the General Plan. Not only will it be the responsibility of public officials to uphold the integrity of the General Plan, but it will also be necessary for them to adopt policies and procedures to proactively implement the General Plan. Although the plan must be considered as a general guide, it represents an important perspective that helps direct future development in a logical and city supportive way.

Although the plan must be considered as a general guide, it represents an important perspective that helps direct future development in a logical and city supportive way. Policy makers should carefully consider how each decision or policy relates to the community's goals, objectives, and guidelines, as well as the desired future Land Use Plan and its overall effects on potential development or redevelopment of adjoining properties.

The maps and explanatory text constitute the General Plan for Santaquin; however, the plan is not self-executing. Long-range community stability will require a continuous effort by the City, property owners, and residents to maintain, refine and implement the elements of this General

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Plan. The City must assume responsibility for maintaining the public infrastructure, such as streets, water, sewer, and parks, especially in the older areas. Property owners and residents must assume responsibility for maintaining private property. Private property maintenance is the single, most important factor in evaluating the quality and desirability of a community. The community vision, zoning regulations, infrastructure improvements, etc. are only fully effective when supported by the private property owners' responsibilities.

## Study Area Information

### LOCATION

Santaquin is the southern most city located in Utah County and partially extends into Juab County. It is truly the gateway city to Utah County with Interstate 15 running through and along its eastern side. It is also a major cross-road for Utah County in that State Route 6 (Main Street) connects I-15 to the recreational amenities of the "Little Sahara Recreation Area" and the southern accesses to and around Utah Lake. It is also the corridor to many smaller towns, including Genola, Goshen, Elberta, and Eureka.

Other jurisdictions around Santaquin include Payson, the Spring Lake community, unincorporated County rural areas, and Bureau of Land Management lands to the north. To the south are lands controlled by Juab County and the small community of Rocky Ridge. Santaquin is bounded on the east by the mountainous lands managed by the US Forest Service and lands owned by the Utah State Department of Natural Resources. It is located about seventy miles south of the state capitol, Salt Lake City and approximately 20 miles south of the county seat, Provo City.

### HISTORY<sup>1</sup>

Originally called Summit City because of its location at the summit dividing Utah and Juab valleys, it was settled in late 1851 by pioneers. Abundant groves of trees, access to Summit Creek, and a more temperate bench climate made this an ideal place for a community.

A friendship developed between local Indian Chief Guffich and Benjamin F. Johnson, leader of the original pioneers, which enabled the pioneers to settle peacefully in the area. By 1853 the settlement had grown sufficiently to become known as Summit Creek Precinct No. 7. Soon after, however, the Walker War broke out, and the settlers were forced to move for safety to Payson, where they remained until 1855.

Around this time a fort was built according to plans furnished by architect Truman O. Angell. After its completion, the settlers moved back to the town in the spring of 1856. One night soon after resettlement Chief Guffich came secretly to warn Johnson of an impending raid by young braves (conflicting local histories state that it was the Chief's son, Santaquin, who warned the settlers). The settlers quickly left, and when the raiders found the fort deserted Chief Guffich explained to them that the white men were good people and that the Great Spirit had warned them of the attack. It was claimed that from that day peace was made between the local Indians

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<sup>1</sup> *Utah History Encyclopedia*, University of Utah Press, Allan Kent Powell, Ed. Page 488 Author: Doris F. Salmon

# INTRODUCTION

and the pioneers. It was decided to name the town after Guffich, but he declined the honor and asked that the settlement be named “Santaquin” for his son.

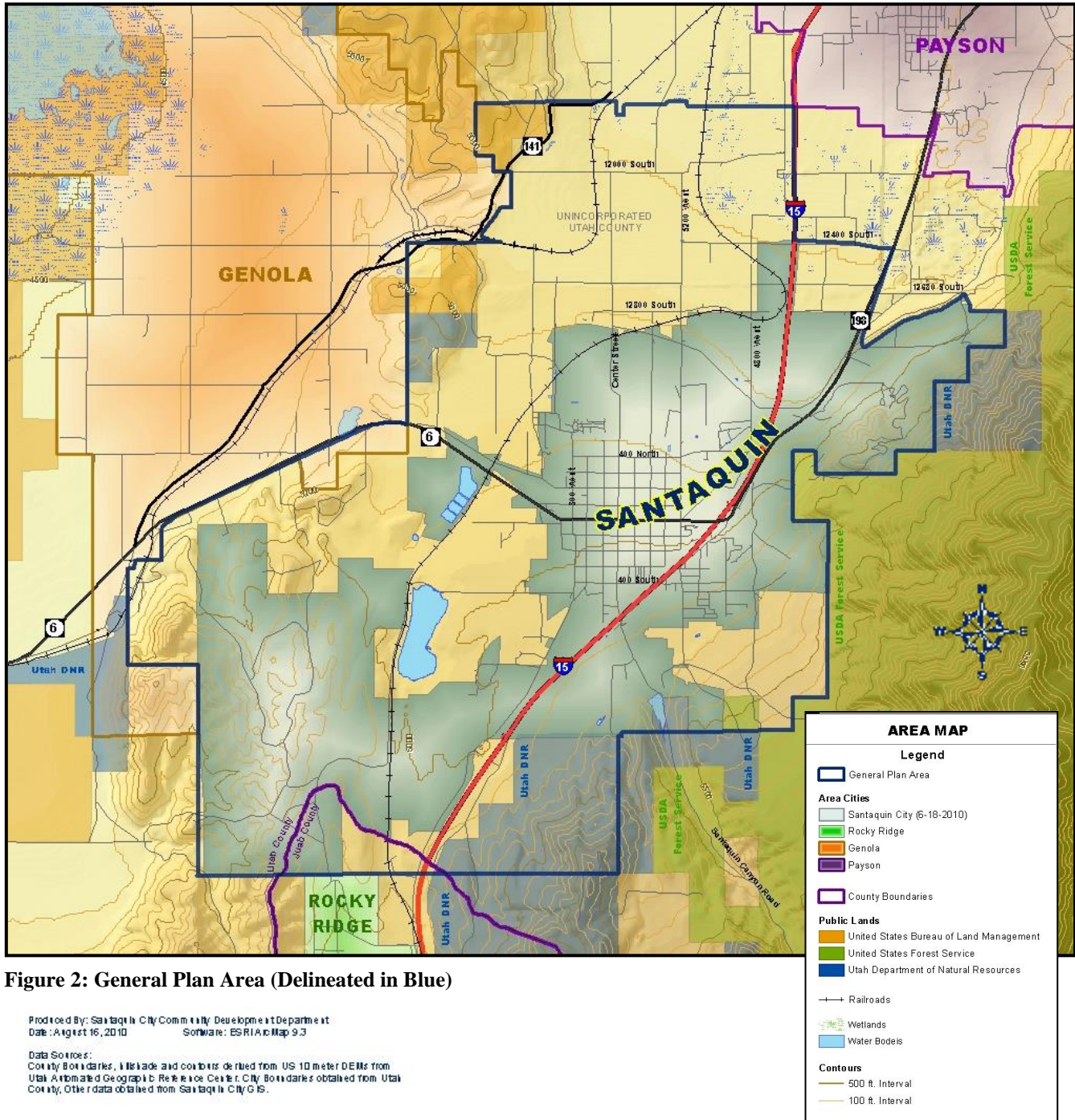


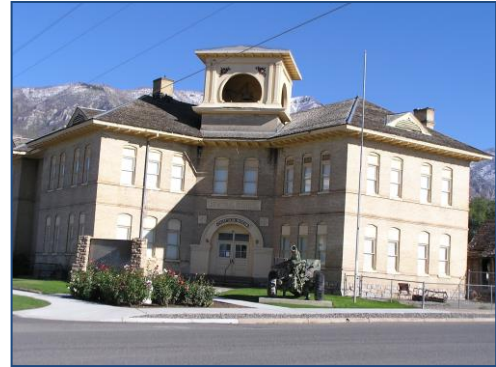
Figure 2: General Plan Area (Delineated in Blue)

A rock schoolhouse was built in the fort in 1856. It was stoutly built and served the public for many years, still being used in the 1980's. Religious meetings were conducted in the school until

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1896 when the first local church building was constructed. The school now serves as a senior citizens' center and a veterans' memorial hall.

In addition to farming, early industry included sawmills, a flour mill, a molasses mill, and a furniture shop. A silk industry was started with the planting of mulberry trees, some of which still remain in the city. Horse and buggy were the only means of transportation available until 1875, at which time the Utah Southern Railroad completed a line to Santaquin. About that time, rich ore was discovered in the Tintic area. Several mines were discovered on Santaquin ridge, or Dry Mountain, with some copper, lead, silver, and zinc being mined; the Union Chief mine was the most prosperous.



Old school house at the corner of 100 South 100 West



View of orchards in Santaquin

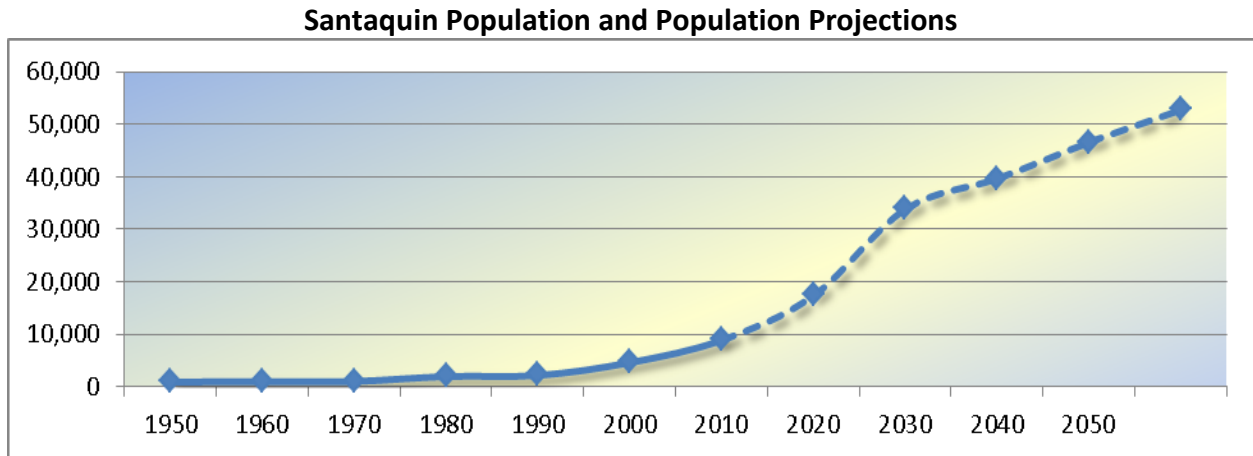
Following serious flooding in 1949, the Summit Creek Canal and Irrigation Company was given approval to construct a reservoir west of the city; on several occasions it has prevented disastrous damage to the community. A diversion dam was completed and more than 10,000 feet of concrete pipe laid in 1971, which proved to be an efficient method of conserving valuable water resources. Irrigation methods changed to sprinkling systems or drip systems, enabling farmers to efficiently irrigate land that was not level, bringing more farmland into production. Historic irrigation ditches are still prevalent in the community and continue to serve the needs of local farmers. Natural gas service was brought to Santaquin in 1954, and marked a major development in the modernization of the community.

With the construction of the steel plant at Geneva and the rapid growth in the Provo-Orem area to the north, many fruit farmers relocated to the Santaquin area. Large orchards were planted, replacing wheat fields and pasture land. The construction of cold storage and fruit processing facilities created many jobs in the community.

Another major economic event occurred in 1968 with the completion of Interstate 15 through the town. This new road system made it possible for local agribusinesses to more easily distribute goods and receive supplies. The Interstate also caused a commercial leap frog to occur around Santaquin with reduced travel time between major economic centers in other southern Utah County towns or Nephi in Juab County. Many businesses began moving from or disregarding Santaquin in order to be located near those larger population and economic centers. The ability of Santaquin to attract businesses to capitalize on the upcoming growth as well as drawing travelers off of I-15 to spend money, will be a determining factor in the City being able to fund and obtain its goals for the future.

## INTRODUCTION

The population of Santaquin has grown from 12 in 1851 to 1,214 in 1950, 1,236 in 1970, 2,386 in 1990, 4834 in 2000 and 9128 in 2010<sup>2</sup>. Mountainland Association of Government projects Santaquin will nearly double in size within the next 10 years as growth in Utah County continues to push south. Potential build out of the city is estimated near 55,000 persons and illustrated in the following graph.



## The General Plan

The large influx of population over the next several years will strain many aspects of the City's facilities, services, culture, and characteristics. This general plan has been prepared to address the elements of greatest concern while faced with rapid growth. Each element contains community goals, objectives and policies which indicate the direction the community would like to take in the future and provide a framework for specific recommendations regarding the General Plan. Specific elements of the plan include:

1. **Community Vision.** The Community Vision sets the tone for the Plan by establishing what the community sees for the future of Santaquin. The community's general goals are stated in this element.
2. **Land Use.** The land use element is required by Utah State Law and establishes future desired land uses within the city. It serves to guide varied development types to the most suitable areas of the City while maintaining cost-effective public services, desired open areas, parks and trails, and ensuring an appropriate mix of housing types, commercial opportunities, and protection of the agricultural lands.
3. **Circulation or Transportation.** This element is required by Utah State Law. It, in conjunction with the City's Transportation Capital Facilities Plan addresses appropriate sizing of transportation systems to handle future capacity. This element defines the appropriate pedestrian, non-motorized travel, public transportation, and automotive

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<sup>2</sup> 2010 US Census

## INTRODUCTION

balance in the city. It also illustrates the importance of the streetscape on the “look and feel” of the City.

4. **Moderate Income Housing.** This element is required by Utah State Law (2006 UAC 10-9a-403). The housing element, among other things, estimates the supply and need for housing of persons with low to moderate income. The element also includes a survey of total residential zoning; an evaluation of how existing zoning densities affect opportunities for moderate income housing; and a description of Santaquin’s program to encourage an adequate supply of moderate income housing.
5. **Environment.** The Environmental Element addresses the reclamation, protection, conservation, development and use of natural resources; as well as, the identification of environmentally sensitive or hazardous areas around Santaquin.
6. **Economics.** This element contains information regarding existing and projected commerce and industry in Santaquin. The element identifies standards and opportunities for economic growth, business retention and tourism.
7. **Public Facilities and Services.** Planning for future capital expenditures is the key component of the Public Facilities Element. It provides the citizens, developers, and land owners information about the timing and funding of facilities for which the imposition and collection of impact fees is not provided (e.g. a new City Hall).
8. **An Implementation Element.** The Implementation Element identifies ways that the General Plan may be implemented
9. **Focused Master Plans.** This section includes are specific master plan. These plans may be prepared from time to time to address specific details for an area in the City. Examples of plans in this element include neighborhood plans, redevelopment area plans, community development or economic development area plans, etc.

Each of these elements are integrated, adjusted, and harmonize with each other to distinguish the future development of the city. When this is done, the end product becomes a General Plan.

## Mission Statement

The mission of the General Plan is to provide for a strong, positive civic image and high quality of life for people who live and work in Santaquin City by providing guidelines and standards that ensure the orderly and balanced distribution of growth, sound fiscal and economic investment and preservation of the open and rural environment in a clean, attractive physical setting.

## CHAPTER 1: COMMUNITY VISION

An important part of the Santaquin general planning process is the preparation of a Community Vision Statement and community goals, objectives and policies that indicate what direction the community would like to take for the future and to provide a framework for specific recommendations regarding the General Plan. To aid in the formulation of the Community Vision Statement, goals, objectives and policies, the Santaquin City Council distributed a community survey to all households in the city in the year 2000. The results of the survey and a community visioning session with the Planning Commission were incorporated into this General Plan.

Follow up surveys are regularly conducted since then to ascertain whether community feelings had changed regarding major plan elements and development trends. Surveys show that the majority of people still desire to maintain the community's character and agricultural heritage while encouraging more commercial development and services for residents. Respondents feel that growth should be limited and based on the City's infrastructure and available services. Additionally, new development should be directed away from agricultural areas and the City should strive to preserve the agrarian lifestyle on its perimeter, while providing high quality of life and services for residents.

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### THE COMMUNITY VISION OF SANTAQUIN IS:

To provide a small-town atmosphere with well-planned and organized growth, a family oriented, clean, fun and friendly community that is a great place to live, a crossroads for southern Utah County characterized by its agricultural heritage, good parks and recreation facilities and a strong business tax base.

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The following goals, objectives and policies serve to further establish the City's vision and means by which that vision will be achieved. More specific goals may be found in other elements of this plan.

#### **Goal 1. To provide a small-town atmosphere with well-planned and organized growth.**

- Policy 1: Channel future growth and development into areas that can be efficiently and effectively served by public infrastructure and facilities.
- Policy 2: Encourage managed growth and well-planned developments within the City.
- Policy 3: Encourage new commercial land uses to locate in existing commercial areas.
- Policy 4: Development should be permitted only to the degree that the City has capacity to provide the necessary public services.

## CHAPTER 1: COMMUNITY VISION

Policy 5: Assure that development is built to proper scale to maintain the small town atmosphere of the City.

### **Goal 2. To be a family oriented, clean, fun and friendly community that is a great place to live.**

Objective 1: Create a family oriented community.

Policy 1: Provide recreational opportunities that would be of interest to the entire family.

Policy 2: Provide and expand educational opportunities such as the city library, CERT training, safety classes, etc.

Policy 3: Initiate planning with the Nebo and Juab School Districts to locate adequate elementary and secondary education schools.

Policy 4: Establish regulations and standards to facilitate the protection and care of children, the elderly, and persons with special needs.

Objective 2: Create a clean community.

Policy 1: Establish and enforce weed abatement and nuisance ordinances.

Policy 2: Establish a community beautification ordinance.

Policy 3: Establish landscaping standards for new development.

Policy 4: Beautify and enhance City gateways and major roads.

Policy 5: Establish an annual city pride day for cleaning up neighborhoods and public areas.

Objective 3: Create a fun and friendly community that is a great place to live.

Policy 1: Provide and support social events focusing on the cultural and tourism opportunities in and around Santaquin.

Policy 2: Continue to organize and hold an annual “Santaquin Orchard Days” festival.

Policy 3: Encourage social and economic opportunities on a year round basis, focusing on the seasonal agricultural operations and recreation opportunities.

Policy 4: Establish a community arts guild or committee.

Policy 5: Work towards having a performing arts venue.

## CHAPTER 1: COMMUNITY VISION

**Goal 3: To be a cross roads for southern Utah County characterized by its agricultural heritage, good parks and recreation facilities and a strong business tax base.**

Objective 1: To be a cross roads for southern Utah County

Policy 1: Encourage the location of highway service land uses along the I-15 interchanges.

Policy 2: Promote traffic calming within the business district along Main Street to support an active business community.

Policy 3: Coordinate tourism efforts with adjoining communities including the Little Sahara Recreation area, Utah Lake, Nebo Loop Scenic Byway, Mona Reservoir and the historic Tintic mining area.

Policy 4: Connect both I-15 interchanges by a frontage route.

Policy 5: Support all efforts to bring the proposed commuter rail line to Santaquin.

Objective 2: To encourage the preservation of prime agricultural heritage and open space within and around Santaquin.

Policy 1: Work with existing agricultural operations to assure continued opportunities for agribusiness, tourism and farming.

Policy 2: Establish development criteria and regulations which will limit impacts on agricultural operations in and around Santaquin.

Policy 3: Discourage “leap-frog” development through urban growth boundaries and by not approving development applications which over-extend city services to new areas until existing areas are developed with on-site improvements.

Policy 4: Allow the development of cluster subdivisions which provide for open space preservation, reduced long-term infrastructure costs, and appropriate new development densities.

Policy 5: Allow the use of “Transfer of Development Rights” to preserve existing open spaces and prime agricultural lands. Establish “sending” zones that are prime agricultural lands and “receiving” zones that are areas planned for development.

Objective 3: To provide good parks and recreational opportunities.

## CHAPTER 1: COMMUNITY VISION

- Policy 1: Require development to mitigate its impact on parks through the payment of park and recreation impact fees, dedication of lands and amenities, or provision of private facilities for residents.
- Policy 2: Determine appropriate locations for parks, trails and other recreational facilities and work with developers to get such improved or preserved through development agreements.
- Policy 3: Work with the adjoining communities and appropriate agencies to establish connections to public lands and waterways for motorized and non-motorized recreation opportunities.
- Objective 4: To provide a strong business tax base.
- Policy 1: Work with state and federal programs and agencies to bring dollars to Santaquin for economic development (i.e. Business Expansion And Retention (BEAR), Economic Gardening, and Utah’s Rural Fast Track, EDCUtah, GRPB, etc.
- Policy 2: Plan for expansion of businesses without requiring relocation. This includes making opportunities for home based businesses to grow into commercial, industrial or business spaces, or the creation of business incubator spaces.
- Policy 3: Recruit businesses with growth potential to locate in the City.
- Policy 4: Encourage enhancements to business areas through economic development programs.
- Policy 5: Assure adequate utilities and capacities within the utilities for projected business use.
- Policy 6: Assure that proper zoning is currently in place to encourage appropriate businesses and discourage inappropriate businesses.
- Policy 7: Require buffering, transitioning or urban design to mitigate incompatible land uses.
- Policy 8: Allow for easy access to major transportation routes.
- Policy 9: Encourage recruitment of quality businesses to the City through the County and City Economic Development resources.

## CHAPTER 1: COMMUNITY VISION

- Policy 10: Provide for mixed-use or transit oriented development in designated areas in the Main Street business district and commercial areas near the south interchange.
- Policy 11: Establish a Santaquin Business Expansion and Retention (BEAR) committee to promote and work with area businesses for marketing of the region, attracting customers, new businesses, and working with the Santaquin Chamber of Commerce.
- Policy 12: Utilize redevelopment tools allowed by the state to revitalize or create business areas.
- Policy 13: Encourage and foster all opportunities to create a local, well-educated and trained workforce, able to support new business growth in the area.

### Introduction

When Santaquin was originally settled, it was mainly an agricultural community with agriculture related land uses, many of which remain a significant part of the community today. The original Mormon pioneer settlers platted the City using, as a guide, the “Plat of Zion.” The plat called for straight, wide roads intersecting at right angles and a central city plaza area for churches, government, schools and businesses. Housing opportunities were provided around the center of the city and close to major commerce areas, while farms and manufacturing uses remained on the fringe. The core area of Santaquin, between 400 North, 400 South, 400 West and I-15, still resembles the original plat. The population of these “Zion” cities was envisioned not to exceed 20,000.

### Land Use Today

Today there are approximately 6,600 acres (10.31 square miles) of land within the City limits. The major land uses within the city are shown in Table 1 below. A large portion of the City, 42%, is land that is potentially developable based on current zoning districts or improved and sitting vacant. Natural open space lands or lands unsuitable for development occupy 15%. The remaining land within the City is made up of active farming operations, public roads, a variety of residential uses, public/quasi public buildings and facilities, railroad facilities and commercial businesses.

The City’s annexation policy plan covers an additional 6213 acres. Nearly half of that area is being utilized for agricultural purposes, including fruit orchards, dry farming, stock grazing and irrigation facilities. There are an additional 1483 acres of vacant or potentially developable lands and 1,321 acres of State owned natural resource or wildlife habitat preservation lands or lands unsuitable for development (See Table 1). These three land use types cover more than 90% of the potentially annexable land around Santaquin and are currently zoned for agricultural uses in the County. They represent the majority of lands characterizing the City as rural and on the fringe of the urbanized Wasatch Front. How these lands are annexed and managed will determine Santaquin’s ability to maintain a small-town atmosphere and preserve its agricultural heritage.



## CHAPTER 2: LAND USE ELEMENT

Table 1: Current Land Uses in the Santaquin City Annexation Policy Plan (APP) Area.

Land Use Type	In City Limits		Out of City Limits but in Annex Plan		Total	
	Acres*	%	Acres*	%	Acres*	%
Natural Open Space	1004.808	15%	1321.595	21%	2326.403	18%
Improved Parks/Trails	50.81188	1%	0	0%	50.81188	0%
Productive Agriculture	912.0046	14%	2834.022	46%	3746.027	29%
Residential - Very Low Density (< 0.2 u/a)	30.28353	0%	43.48976	1%	73.7733	1%
Residential - Low Density (0.2 - 2 u/a)	140.5929	2%	58.10128	1%	198.6942	2%
Residential - Medium Density (2 -6 u/a)	548.7554	8%	0	0%	548.7554	4%
Residential - High Density (6 - 12 u/a)	25.4052	0%	0	0%	25.4052	0%
Residential - Multi-Unit Density (> 12 u/a)	16.62659	0%	0	0%	16.62659	0%
Mixed Use	0.898453	0%	0	0%	0.898453	0%
Residential - Vacant	153.0621	2%	0	0%	153.0621	1%
Institutional	303.1872	5%	170.1244	3%	473.3115	4%
Professional Service	7.255247	0%	0	0%	7.255247	0%
Commercial	18.98662	0%	0	0%	18.98662	0%
Industrial	109.1962	2%	87.35705	1%	196.5533	2%
Roads	610.5955	9%	146.8793	2%	757.4748	6%
Railroad	56.33166	1%	68.64399	1%	124.9756	1%
Vacant or Potentially Developable	2617.829	40%	1482.828	24%	4100.657	32%
<b>Total Acres</b>	<b>6606.63</b>	<b>100%</b>	<b>6213.04</b>	<b>100%</b>	<b>12819.67</b>	<b>100%</b>

\* Area values derived from Santaquin City GIS and land use survey conducted April - December 2012.

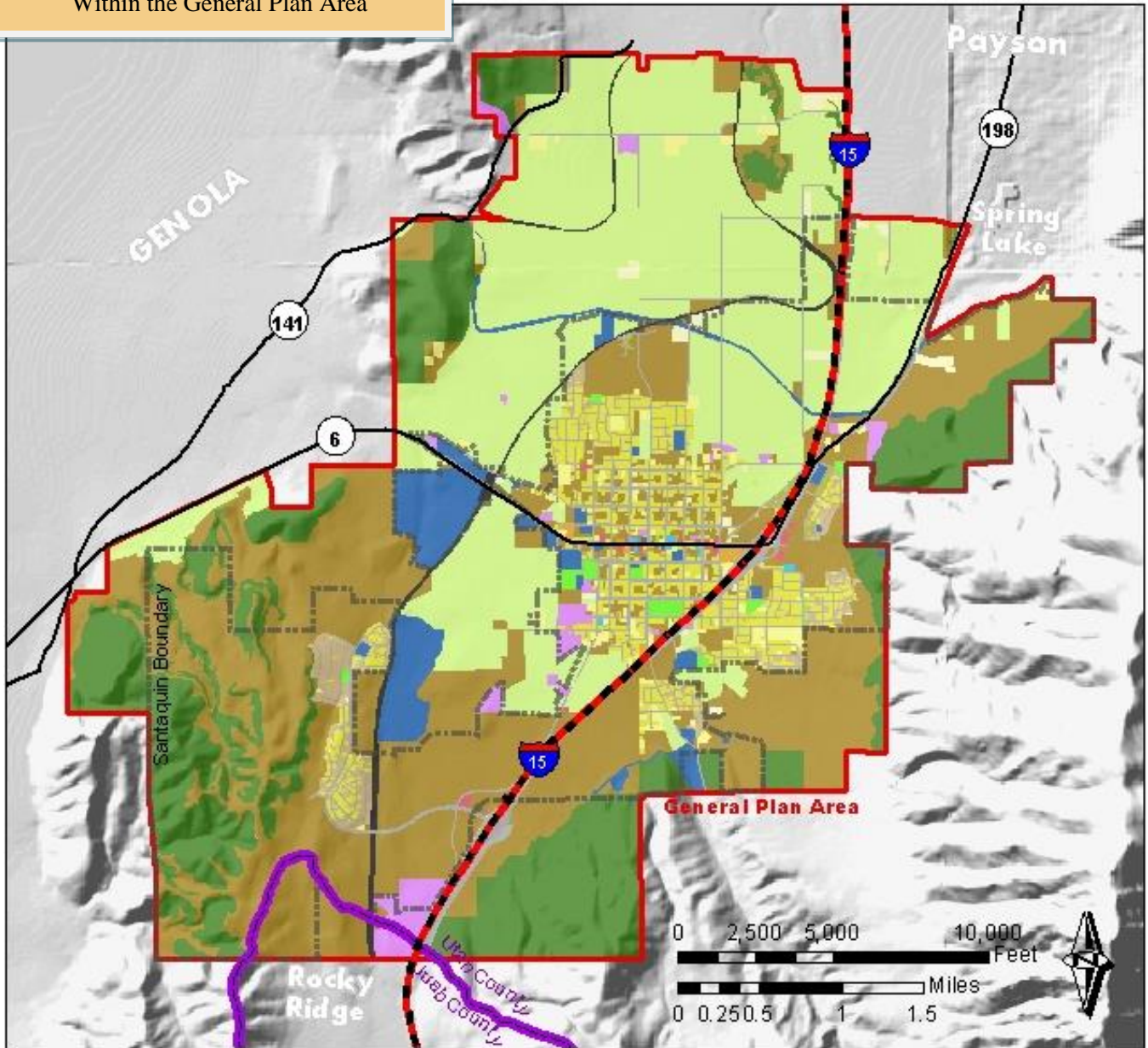
### Population Forecasts and Future Land Needs—Annexation

According to the U.S. Census the population in Santaquin was 2,386 in 1990, 4826 in 2000 and 9128 in 2010. The current population, based on the 2010 Census and the number of residential building permits issued since then, with the census determination of 3.7 persons per household is estimated to be 9,480. Total build out population forecasts suggest a maximum population of about 45,000 to 55,000. The bulk of this significant population increase will come from major residential developments on the south and north ends of the City; areas which have already been annexed.

# CHAPTER 2: LAND USE ELEMENT

## CURRENT LAND USES

Within the General Plan Area



2012 Land Uses			
Agriculture	Institutional	Residential - Very Low	Residential - Multi family
Sensitive Lands	Roads	Residential - Low	Railroad
Parks	Commercial	Residential - Medium	Vacant
Professional	Industrial	Residential - High	Developed Vacant

## CHAPTER 2: LAND USE ELEMENT

Residential development should be encouraged to occur within the existing City boundaries as a first priority. Annexations may occur for commercial land uses as a second option. Annexations for other types of land uses should only be considered based upon an overwhelming benefit to the community as a whole. Applicants for annexation must provide water shares and have a positive fiscal analysis to off-set any negative impacts on current City services and facilities.

Only 25% to 30% of the available land within the current City limits has been developed and many residents desire to keep natural areas and open spaces in their current state. A major challenge for the City will be withstanding the pressure of development requests seeking to “leap frog” past vacant lands and to develop small parcels of land in the outskirts, thus increasing infrastructure and maintenance costs for the City.

The city should encourage and incentivize infill development opportunities near the core of the city. Over 250 acres are still available near the core and can easily connect to existing infrastructure. Infill development also promotes opportunities to live, work, recreate and shop within a compact area, more efficient use of land, reduction in reliance on the automobile, and increased public revenue to help pay for existing infrastructure.

### Land Use Guidelines

The Land Use element of the Santaquin General Plan encourages the orderly and efficient distribution of land uses in the City. A full range and mix of land uses including residential and commercial areas are provided within the city. The following land use guidelines shall apply city-wide.

- Guideline 1     The identity of Santaquin should be strengthened by land uses which contribute to the unique character of the community.
- Guideline 2     The relationship of planned land uses should reflect consideration of existing development, agricultural preservation, environmental conditions, service and transportation needs, and fiscal impacts.
- Guideline 3     Developed areas in the city core should be revitalized by promoting new development on vacant lands and the adaptive reuse of existing community resources.
- Guideline 4     The Land Use Plan should provide for a full range and mix of land uses including residential, commercial, business park, agricultural and special use areas.
- Guideline 5     A variety of quality housing types should be provided to accommodate a growing population. Innovative planning, development patterns and building methods that define the unique living opportunities in Santaquin are encouraged.

## CHAPTER 2: LAND USE ELEMENT

- Guideline 6 Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available.
- Guideline 7 Growth should be directed to locations contiguous to existing development or on “in-fill” properties to provide city services and transportation in a cost-effective and efficient manner.
- Guideline 8 Development approval, throughout the community should be tied to the construction of primary culinary water, sewer, storm drainage, and circulation systems.
- Guideline 9 Density increases should be considered only upon demonstration of adequate infrastructure, resource availability, amenities and benefit to the community and residents of the project.
- Guideline 10 An interconnecting open space system which is accessible to the public should be provided including pedestrian linkages, recreational areas, natural areas, and drainage-ways. The Tintic regional trail and the Bonneville Shoreline Trail must be preserved and implemented.
- Guideline 11 Commercial and business park uses should be widely accessible, clustered near the center of their service areas and developed compatibly with the uses and character of surrounding districts.
- Guideline 12 Land use patterns should be encouraged that reduce travel distances for employment and essential services, limit pollution, allow for alternative modes of transportation, and conserve energy.
- Guideline 13 Sexually oriented businesses are not appropriate land uses for the Main Street Business area or the I-15 Commercial areas. The industrial business parks along the western portion of Highway 6 may be a potential location for these uses.
- Guideline 14 Agricultural preservation is a significant land use which will preserve the character of Santaquin. Agricultural uses must be protected from encroachment from new development and recognized as the preferred land use. Mitigation of noise, dust or other annoyances to developed area by the operation of agribusiness will not result in a forced reduction of agribusiness. New adjacent development must recognize that agribusiness will continue to operate in Santaquin.

### Land Use Categories

To aid in the appropriate implementation of the above guidelines, the following land use categories and associated goals and policies are established.

**Residential Land Uses** include a range of residential classifications including ranchettes, low, medium, high density, and multi-family. Zoning regulations may allow a limited number of nonresidential uses, such as places of worship, neighborhood parks, schools, home occupations, governmental buildings (except correctional facilities), etc. in residential areas. The anticipated density for these classifications is expressed in units per acre, based on the gross acreage of development. The maximum densities indicated in each range are achievable with innovative and professionally designed site planning and should be in substantial harmony with the General Plan when approved.

- **Residential – Orchard Ranchettes** (Density: 0.2 units/acre or less)

The objectives of establishing areas for Orchard Ranchettes are to encourage large acreage lots for detached single family residential dwellings. The characteristics of these areas would include large open space areas between developments, lots are of sufficient size to be suitable for farming and animal rights, roads are sized for minimal traffic loads and which utilize natural drainage rather than constructed facilities. These areas provide patterns of “rural living” amidst active farming operations and open spaces or natural areas.

- **Residential - Low** (Density: 2 to 0.5 units/acre)

The objectives of establishing Low Density Residential areas is to encourage the creation and maintenance of residential areas within the city which are characterized by detached single-family dwellings, surrounded by well kept lawns, trees, and other plantings and direct access to natural areas or open spaces. Lots may incorporate sensitive lands while allowing homes to be constructed in areas which have limited disturbance to the surrounding areas or will not place future residents at greater risk of natural hazards impacts. A minimum of vehicular and pedestrian traffic and quiet residential conditions favorable to family living are also characteristic of this zone.

- **Residential – Medium** (Density: 6 to 2 units/acre)

The objectives of establishing Medium Residential areas is to encourage the creation of residential areas within the city which are characterized by connected neighborhoods with parks, small lots on which detached single-family dwellings are situated, and areas being provided to foster community interaction. A minimum of vehicular and pedestrian traffic and quiet residential conditions favorable to family living are also characteristic of this zone.

- **Residential –High** (Density: 12 to 6 units/acre)

The objectives of establishing High Density Residential areas is to provide a residential environment within the city which is characterized by dwellings that may include attached and detached single-family homes, patio homes, townhomes or row-houses and some two to four unit apartment buildings. These areas are situated to take advantage of existing public infrastructure, e.g. recreation facilities, utilities, services, schools and shopping centers. Proximity to these uses allows more community interaction with reduced dependence on automobiles with neighborhoods that are designed for walkability. Providing more density in these areas allows for development of properties with unique limitations due to size, configuration, location or price. These areas serve to recapture tax base opportunities lost by larger lot single family developments and increase the viability of commercial areas. The design of high density areas should integrate high quality materials and building character with integration to existing neighborhoods rather than create isolated and walled off housing projects. Allowing for more varied housing opportunities in this area can meet the needs of many levels of economic and demographic characteristics within the city, including young single professionals, recently married couples just forming their household, and elderly or retired couples or individuals that prefer less house size and less maintenance responsibilities.

- **Residential – Multi-family** (24 to 12 units per acre)

The objectives of establishing Multi-family Residential areas is to create areas of development which will contribute to increased housing densities around Main Street and within Transit Oriented Development (TOD) areas south of the City center. Dwellings in these areas may include townhomes, row-houses, multi-story condominiums, flats or apartments above commercial or office space and some multi-unit buildings. Developments in these areas are situated in close proximity to public recreation facilities, services, schools, mass transit and shopping centers where use of automobiles can be reduced and neighborhoods are designed for walkability. These areas also serve to support local retail establishments focusing on neighborhood needs rather than drive-by customers. These areas should provide a buffer to single family neighborhoods and be integrated with surrounding non-residential uses. Multi-family developments should be designed to compliment existing neighborhoods and not become isolated and walled off housing projects. These areas can provide a variety of economic and demographic characteristics within the city and meet housing needs for persons seeking a more urban living experience.

## CHAPTER 2: LAND USE ELEMENT

### THE GOALS OF THE RESIDENTIAL LAND USE AREAS OF SANTAQUIN ARE:

**Goal 1 To provide for residential areas in Santaquin that support and complement the unique rural quality and characteristics of the city.**

- Policy 1 Establish buffering, neighborhood integration, and screening methods where uses of higher intensity abut lower intensity uses, e.g. commercial or industrial development including parking and service areas to single family residential, single family residential to agricultural.
- Policy 2 Promote housing that is “Energy Star” compatible and follows principles of “Green Buildings” which will maintain and protect natural resources and environmental features.
- Policy 3 Require neighborhoods and individual houses that exemplify design excellence and promote aesthetic qualities of a rural community while enhancing the pleasing appearance of existing residential neighborhoods.
- Policy 4 Existing agricultural and animal rights should be given higher priority and protections when adjacent to new development.
- Policy 5 Implement adequate street design for anticipated use and traffic volumes. Develop a rural road design and construction standards which utilize historically adequate drainage patterns rather than construct hard surface areas uncharacteristic of rural areas.

**Goal 2 To promote and encourage high quality, well planned residential development with open spaces.**

- Policy 1 Develop and implement zoning and design standards and policies that promote attractive and well planned residential subdivisions in areas where there are existing public services.
- Policy 2 Discourage “leap-frog” development through urban growth boundaries and by not extending city services to new areas until existing areas are substantially developed.
- Policy 3 Allow the development of cluster subdivision or other subdivisions which provide for open space and the use of “Transfer of Development Rights” to preserve existing open spaces, culturally significant areas, or environmentally sensitive lands.
- Policy 4 Enforce ordinances which require land owners to keep their property free of weeds, junk vehicles and equipment, unsightly buildings, trash and other debris.

## CHAPTER 2: LAND USE ELEMENT

Policy 5 Discourage the subdivision of lands that result in areas of residential development too small or too isolated to be adequately, economically and conveniently served by city services.

Policy 6 Require all new development to contribute land or money toward open space preservation, parks, or other recreation amenities in the city.

**Goal 3 To enable higher density residential developments which support local retail establishments, promote a walkable community, support transit development and provide housing options for varying income levels and lifestyles.**

Policy 1 Provide design standards for the development of higher density housing in close proximity to public recreation facilities, services, schools, mass transit and shopping centers.

Policy 2 Utilize TDR's to increase housing densities along Main Street, the Core Area, and the Transit Oriented Development area.

Policy 3 Establish design standards for the development of high density and multi-family dwellings to assure high quality materials, recreation opportunities and maintained landscaping.

**Commercial Land Uses** provide a variety of goods and services to the people who visit, live, and work in Santaquin. It is the purpose of the commercial areas to provide appropriate locations where a combination of business, commercial, entertainment, and related activities may be established, maintained, and protected. Commercial use areas should be located along major arterial streets for high visibility and traffic volumes.

Whenever stand-alone commercial uses are adjacent to established or future residential areas, special care must be taken to ensure privacy and to protect private property. Methods of protecting residential areas by providing transitions and buffers between residential and commercial areas include, but are not limited to: increased setbacks, landscaping, restricted land uses, diversion of traffic, controlled noise or light, height or building design limitations, and transitional land uses such as minor offices or higher density residential uses.

- **General Commercial:** This category includes areas in which general shopping center facilities can be established to satisfy the specialty shopping needs of the community and surrounding areas. It is intended that this district will be characterized by specialty shops situated in an attractively designed shopping centers completely surrounded by appropriate landscaping and buffering of adjacent residential uses. The district will be located adjacent to major thoroughfares or collector streets which provide immediate access for automobile traffic without passing through residential areas. Emphasis in the approval of plans in commercial areas shall be to protect the appearance of the entrances to the City and integrity of abutting neighborhoods.

## CHAPTER 2: LAND USE ELEMENT

- **Professional Services:** This category includes uses of a professional nature such as hospitals, assisted living centers, clinics, dental or other professional offices, reception centers, etc. These uses may be located at major crossroad locations, but do not need prime visibility lands near interchanges to attract clientele. Because of their generally lower traffic volumes and hours of operation, compared to commercial uses, they can be located closer to or within neighborhood settings.
- **Main Street Overlay Commercial:** This category includes the Main Street corridor from I-15 to 500 West. This district is intended to create a mixed-use shopping and financial center for the City and surrounding territory which is characterized as “the center of town”. The intensity of uses within this area increase with proximity to the intersection of Center Street and Main Street. Lands fronting Main Street between 100 West and 200 East will generally include multi-story buildings with retail and commercial businesses, financial institutions, or service oriented businesses at entry level and with professional offices, services or residential units in upper stories. Other uses near I-15 may be more freeway oriented, including automotive service stations, auto dealerships, travel centers or other oriented businesses. Uses near the west end of Main Street should compliment the nearby Santaquin Elementary school and future Santaquin High School grounds as well as the residential neighborhoods, professional offices and public parks in that area.

Properties on the southern or northern half of the first south and first north blocks should be developed complimentary to the neighborhood serving businesses facing Main Street. These developments may include professional services, offices, mixed use developments or multi-family residential.

Though this district is applied to areas which have developed as “strip commercial” developments it shall not be used to promote or establish areas in which such development can be promulgated or encouraged in violation of good planning principles. Property owners should be encouraged to develop or redevelop their property in a way that would enhance the visual appeal of Main Street and the City’s center.

One of the important factors in this area will be availability of both on and off-street parking. The City can require new development along Main Street to provide adequate off-street parking for associated uses. Off-street parking should be

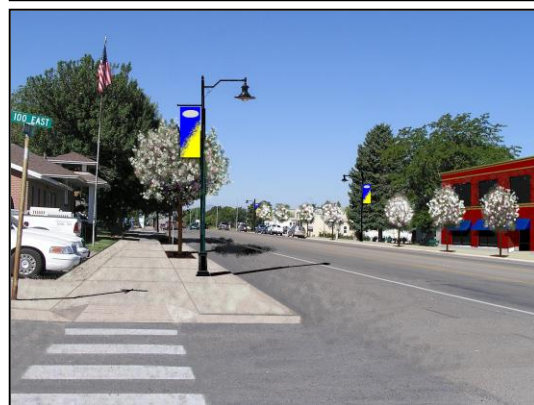


Figure 1: Existing Main Street, Figure 2: Main Street with street enhancements, Figure 3: New development with bulb-outs near Main Street core

## CHAPTER 2: LAND USE ELEMENT

located to the rear of businesses in order to reserve property frontages for building footprints and better visibility to businesses. On-street parking should be retained for business front parking and buffering of pedestrians from Main Street traffic. Due to the limited amount of area for parking behind businesses, shared off-street parking should be encouraged where adjacent or nearby uses have varying peak service times.

- **Mixed Use/Transit Oriented Developments:** The objectives in establishing the mixed-use/Transit Oriented land use category is to create a land use category in which high density residential uses are integrated into the design of commercial, civic, and business uses. All of which are appropriately oriented to increase opportunities for walkability between dwellings, recreation, shopping, and work uses. The mix of uses further provides for a reduced dependence on the automobile by incorporating access to mass transit and close proximity to resident daily necessities.

The integration of the uses can be done through three principle designs: (1) Separate developments of residential and commercial types in very close proximity; (2) Separated residential and commercial development types in the same development; and (3) Shared site residential and commercial development. Shared site development patterns generally include non-residential uses at street and secondary levels with residential uses such as condominium and apartments on the upper floors.

Most successful mixed-use or transit oriented developments have incorporated the following four principles: (1) There is a balance of uses giving persons a reason to walk, (2) The design of roads, sidewalks, pedestrian connections, and public spaces gives the perception and in reality provides a safe area for persons to be, (3) The orientation of buildings and relationship to public spaces provides a comfortable atmosphere to walk or travel through, and (4) the development enables connection to and interaction with other persons, businesses, cultural and recreation facilities. Passive and active recreation spaces are important to encourage walking.

### THE GOALS OF COMMERCIAL DEVELOPMENT ARE:

**Goal 1 To establish quality commercial areas which will provide desirable goods and services for local residents and enhance the City's sales and property tax revenues.**

- |          |  |
|----------|--|
| Policy 1 | Develop policies and standards which allow a variety of retail and commercial goods and services within the community while encouraging businesses to prosper. |
| Policy 2 | Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.                          |
| Policy 3 | Improve the image and appearance of commercial corridors, especially along Main Street.  |

## CHAPTER 2: LAND USE ELEMENT

- Policy 4 Carefully limit any negative impacts of commercial facilities on neighboring land-use areas, particularly residential development.
- Policy 5 Formulate thoughtful commercial site design and development standards to express the desired overall image and identity as outlined in the Community Vision Statement.
- Policy 6 Encourage safe and convenient pedestrian access to shopping and service areas.

**Goal 2 To establish a mixed use Central Business District which enhances the City's town center and visual appeal of Main Street.**

- Policy 1 Encourage business retention and new infill on Main Street.
- Policy 2 The City should encourage infill and redevelopment along Main Street and within the immediately surrounding neighborhoods in order to increase a commercial supportive population base.
- Policy 3 Main Street improvements should incorporate pedestrian friendly furnishings, lighting, and landscaping, which draw attention to the area.
- Policy 4 Non-motorized traffic should be able to safely cross Main Street. This may be done utilizing corner bulb-outs, center safety medians or refuge areas, and increased signage for crossing locations.
- Policy 5 Building architecture should have a pedestrian scale at street level and should incorporate architectural themes and elements common in the late 1800's. Two to Three story buildings should be required between 100 East and 200 West.
- Policy 6 Business entries and glazing should be located within 4-10 feet of the public sidewalk and be encouraged to have entries directly onto and off of Main Street.
- Policy 7 On-street parking should be retained for business front parking and buffering of pedestrians from Main Street traffic. All on-site parking should be located to the rear of businesses and interconnected for ease of travel behind and between buildings.
- Policy 8 Work to consolidate properties and provide tools for redevelopment of areas along Main Street. This may include creating RDA, or CDA, areas.

## CHAPTER 2: LAND USE ELEMENT

**Goal 3 To establish a regionally significant commercial area which will include mixed use and transit oriented developments.**

- Policy 1 Lands within ½ mile of the proposed commuter rail station should utilize transit oriented and mixed use elements. This may include access to platform property and increased density of residential and commercial uses.
- Policy 2 Mixed use and transit oriented developments should accommodate multi-modal transportation (i.e. Pedestrian walkability, Bicycle access and storage, Bus, Commuter Rail, and passenger vehicles) with no emphasis given to a particular mode. Choices should be emphasized.
- Policy 3 Pedestrian walkability should be a high priority.
- Policy 4 Public facilities, including streets, lighting and signage, should be modified where appropriate to compliment mixed use and transit oriented developments.
- Policy 5 Needs of automobiles should be incorporated in Transit Oriented Development along with needs of mass transit users
- Policy 6 Public spaces should be the focus of building orientation and neighborhood activities. Building entrances should be easily accessible from public spaces.

**Business Park Land Uses.** Business Park uses provide for employment and the manufacturing of products which are essential to the economy of Santaquin. It is the purpose of the industrial areas to provide locations where a combination of research and development, light manufacturing and production, and warehousing may be conducted.

This category is for areas where manufacturing, processing, warehousing and fabrication of goods and materials can be carried on most appropriately and with minimum conflict or deleterious effects upon surrounding properties. Other objectives of this category are to promote the economic well being of the people and to broaden the tax base. This designation is characterized by a mixture of light industrial, manufacturing, warehousing and processing establishments with intermittent open land served by streets, power, water and other utilities and facilities or where such facilities can be readily provided. This designation is intended to encourage master planned developments, by providing and protecting an environment for such development, subject to regulations necessary to assure the orderly growth of the City of Santaquin, and the protection of residential and commercial land uses from noise and other disturbances. This district is to be characterized by flat, open land suited for industrial use because of the proximity to major transportation routes and the availability of utilities necessary for successful manufacturing or processes.

## CHAPTER 2: LAND USE ELEMENT

### THE GOALS FOR BUSINESS PARK DEVELOPMENTS ARE:

**Goal** To promote quality businesses and environmentally clean industrial development which will provide a diversified economic base and will complement local retail, commercial, and industrial establishments in harmony with the community's overall rural and modern image and identity as reflected in the Community Vision Statement.

- |          |   |
|----------|---|
| Policy 1 | Promote the preparation of master planned areas to discourage small lot or piece-meal site development and encourage better access to properties. |
| Policy 2 | Encourage high quality, aesthetically pleasing development of the industrial areas which should include incorporating major landscape features.   |
| Policy 3 | Identify those areas most appropriate for business park developments in future growth areas.  |
| Policy 4 | Establish and enforce noise, air quality, odor, visual and other forms of environmental standards.  |
| Policy 5 | Designate appropriate locations for manufacturing and processing uses within the City and preserve such for business park purposes.               |
| Policy 6 | Encourage industries that broaden the tax base, increase employment opportunities and improve the economic base of the community.                 |
| Policy 7 | Promote new industry, to the end that the economic and social well-being of the City and its inhabitants shall be enhanced.                       |
| Policy 8 | Discourage the undesirable mixture of incompatible commercial, industrial and residential uses.   |

**Agricultural Land Uses.** Agricultural pursuits have been and are encouraged to remain part of the Santaquin community identity. Designation of these uses as viable and of paramount importance in maintaining the culture and identity of Santaquin is intended to protect them from encroachment of urban development. Uses permitted in the agricultural district, in addition to agricultural uses, must be incidental thereto and should not change the basic agricultural character of the district. Those land uses and activities that could conflict with the agricultural use or adversely affect the long-term investment in the land and improvements in areas designated for farmland preservation shall be discouraged in such areas, but may be appropriate in the City's urban service areas.

## CHAPTER 2: LAND USE ELEMENT

### THE GOALS FOR AGRICULTURE DEVELOPMENTS ARE:

**Goal: To preserve productive agricultural lands for continued agricultural use, protect farm operations from conflict with incompatible uses and maintain a strong agricultural economy.**

- Policy 1      Limit non-agricultural development in areas planned for long-term agricultural use. Long-term agricultural preservation areas are those lands which exhibit the greatest long-term commitment to agriculture based upon soil type, ownership patterns, investment and other criteria.
- Policy 2      Prohibit new subdivisions and non-agriculturally related commercial and industrial development in areas planned for agricultural preservation. The range of uses listed above shall be required to locate in urban service areas in which a full range of public services are or can be provided.
- Policy 3      Cluster non-farm residential development in order to preserve prime agricultural lands. A minimal amount of non-farm residential development will be considered in areas planned for long-term agricultural preservation. Lot design and house placement should minimize conflict with ongoing agricultural operations and natural areas.
- Policy 4      Permit farm-based businesses to supplement farm income. The use should have a direct relationship to agriculture and not negatively impact neighboring uses. Such uses may include: Experiential farming businesses (ie. bed and breakfast inns, farm themed commercial uses similar to the Red Barn, farmers markets, pick your own fruit markets, etc).
- Policy 5      The City shall cooperate with other agencies and units of government to establish eligibility of farmers who wish to receive tax credits for participation in farmland preservation programs.
- Policy 6      Agencies and bodies responsible for the preparation of plans for public improvements shall be requested to recognize the agricultural land preservation goals of the city. Examples of public improvements include roadway corridors, power lines, pipelines or sanitary landfills.

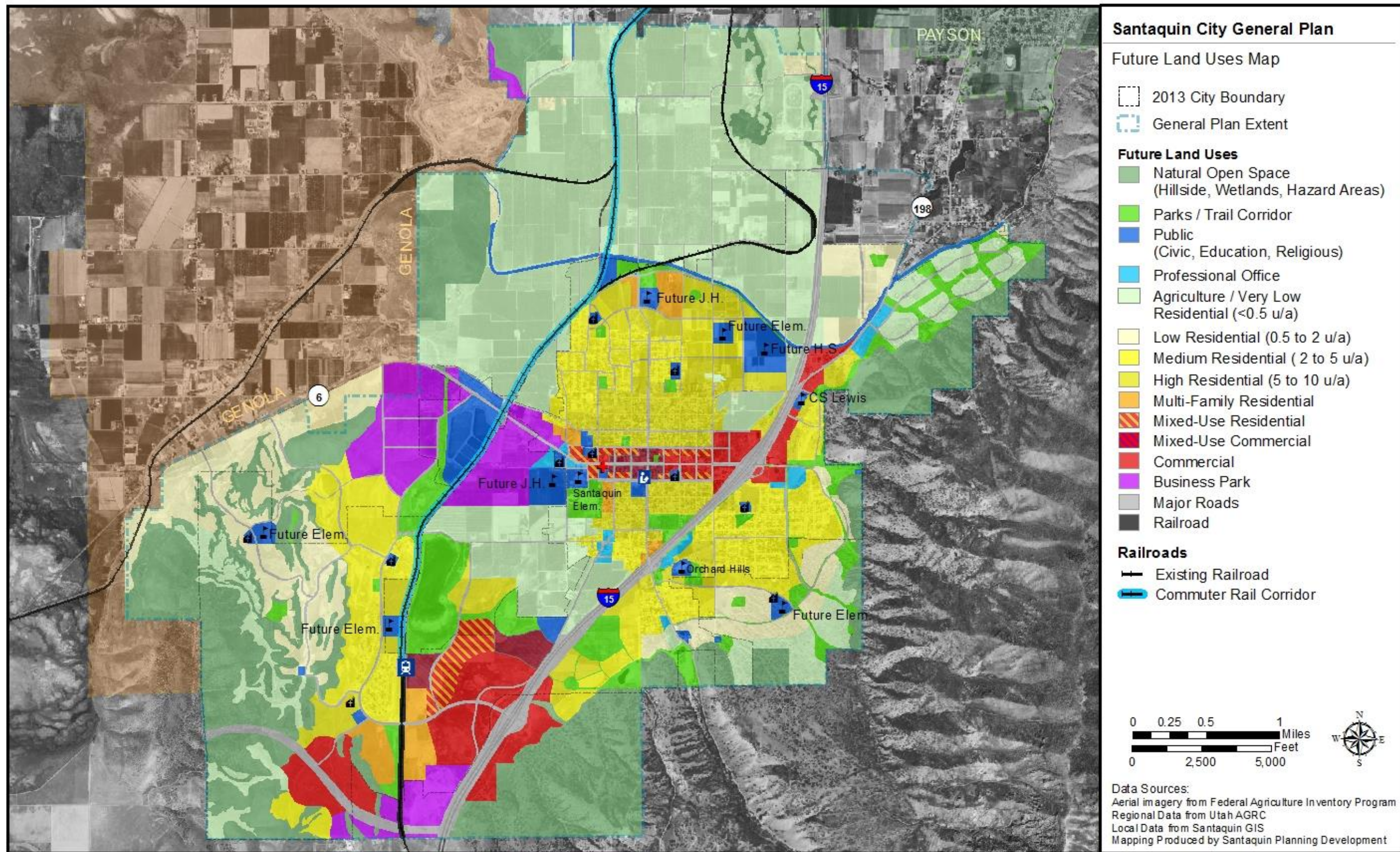
**Special Use** areas include land use classifications that are distinct from the other major groups. These uses include public or quasi-public facilities, public parks and natural open spaces or sensitive lands.

In some cases the City does not control the location of special uses, such as schools or major transmission lines, and the State and Federal Government can preempt local land use authority. However; the City can work with other jurisdictions and agencies on decisions regarding land use. Any negative impacts, including visual impacts, should be mitigated whenever possible.

## CHAPTER 2: LAND USE ELEMENT

### **Official Land Use Map**

The following land use map and those neighborhood or area specific master plan maps sequentially incorporated into this document shall constitute the official land use map of the Santaquin General Plan. These maps shall be effectual in directing the establishment of policy and development practices throughout Santaquin City. Enforcement of these maps shall be as established in the Santaquin City Municipal Code and as allowed under Utah Code Sections 10-9a. These maps do not constitute the official annexation policy plan maps, which are adopted under separate ordinance.



## CHAPTER 3: CIRCULATION ELEMENT

The Circulation Element of the Santaquin General Plan is required by State Code and established to provide for the safe and efficient movement of people and goods in the City. Owing to the inter-connection of land use with transportation—the circulation element is arguably the third most important element of the General Plan after the Community Vision and Land Use Elements. Changes in one element, either the land use or circulation element, will undoubtedly effectuate changes in the other element. Close consideration should be given to the affects that a change in either element will have on the other element and any studies required to make a change should address both elements.

It is intended that this element mirror the Santaquin Transportation Capital Facilities Plan as it may be amended from time to time, in accordance with State laws pertaining to Impact Fee Facilities Plans.

### INTRODUCTION

Each roadway, street and non-motorized transportation facility functions as a part of a larger network designed to create a logical and safe pattern for moving goods and people through the community. Each segment, or facility, in the network is highly dependent on many other segments. This system must meet the mobility needs of future residents, employees and visitors to Santaquin while maintaining a workable balance between the movement of goods and people with automobiles, public transportation, pedestrian facilities, bicycles and other non-motorized means and being sensitive to the built and natural environment. The city should consider how each new facility planned or constructed will affect the transportation and circulation system as a whole.

All future expansions must be planned and designed to be within the fiscal capacity of the city. These expansions must also maintain enough flexibility to evolve as needs and technology change. The location and design of any new facility should be integrated into the surrounding neighborhood and the community as a whole protecting the character of the city as changes occur. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.

Some of the streets in Santaquin City are under the jurisdiction of other public entities such as the State of Utah or Utah County and play a major role in the City's connection to the region and surrounding communities. Expansion or modification to these multi-jurisdictional systems, Main Street (Highway 6) in particular, can have dramatic affects on surrounding land uses and neighborhoods.

### TRANSPORTATION FACILITY REVIEW CRITERIA

As new transportation facilities are planned or constructed within Santaquin City they will be reviewed for compatibility with the following key issues.

#### New Facility Review Criteria:

- Compatibility with Built Form
- Neighborhood Integration
- Protection of Environment
- Safety
- Maintenance
- Planning Priority

## CHAPTER 3: CIRCULATION ELEMENT

### **Compatibility with Built Form**

The transportation system of Santaquin City is strongly affected by the existing land use pattern and environment in which it occurs. Likewise, the future development pattern of the city is strongly affected by the development of the transportation system. As plans for transportation facilities are developed, efforts should be made to ensure that the facility and the desired future land use pattern are mutually supportive. The facility should reflect the desired future development pattern in scale, function and intensity.

Appropriate transportation facilities should service development patterns. Retail and commercial areas should be convenient not only for automobiles, bicycles and pedestrians, but should also include design for ample off-street parking, unloading zones, and access via public transportation. Residential areas should have facilities designed with safety, walkability, and function as the key concerns rather than cost. Parks and other recreational areas should be well served by trails and other pedestrian modes of transportation along with automobiles and transit service.

In-fill development facilities should be constructed in a manner which strikes an appropriate balance between existing transportation facilities and those planned for future use. Generally, new facilities should enhance and improve the existing system and not add to any existing deficiency in the current transportation system.

### **Integration into Neighborhoods**

New transportation facilities should be designed to improve the mobility and circulation in existing neighborhoods, which may include pedestrian connections, trails, and appropriate block lengths and locations for public transportation connections. Smooth transitions, functional intersections, and safety will be given special consideration. All facilities should be completed in compatibility with the Transportation Capital Facilities Plan and with future desired development patterns in mind so development intended to use the same facilities will be adequately handled when built.

### **Protection of Natural Environment**

While construction of any transportation facility will inevitably impact the adjacent natural environment, it is a goal of Santaquin City to minimize these impacts. Noise, air pollution, cuts and fills, and run off of oils and other pollutants are all concerns related to protection of the natural environment. These issues are of greater concern along the east bench and in developments with varied natural terrain.

Noise impacts can be reduced with appropriate speed limits, noise barricades or barriers, vegetation and berms, enforcement of local and endorsement of state and federal vehicular noise reduction regulations and methods, and appropriate facilities in heavy traffic areas for large trucks.

The reduction of air pollution can be aided by enforcement of local and endorsement of state and federal air quality regulations including emissions testing, reducing vehicular trips, and promoting non-motorized means of travel and mass transit.

## CHAPTER 3: CIRCULATION ELEMENT

Cuts and fills should be minimized to the extent possible without jeopardizing safety of the facility. All cuts and fills should be properly repaired through the use of vegetation, retaining walls, decorative rip-rap, or other appropriate methods in accordance with the City and industry standards and specifications.

New facilities should be designed to filter out oils and other pollutants prior to their deposit into any water course. Grease traps and other means of cleaning run off pollutants should be included in all projects.

In addition to the concerns listed above, it is a requirement of Santaquin City to enhance the environment adjacent to transportation facilities with appropriate landscaping while limiting signs and other unnatural objects, which may distract motorists and thus cause a potential threat to public safety. Additionally, all transportation facilities should be kept in good repair.

### **Safety**

Transportation facilities should enhance safety in the community. Circulation, simplicity, and maintenance should be addressed with safety in mind. The circulation system should provide each neighborhood with adequate access to police, fire and medical services. The transportation system should be designed so that visitors and other users unfamiliar with the city can easily find their desired locations. All new and existing facilities should be properly maintained to minimize the possibility of accidents and injuries. Pedestrian facilities should be properly lighted to reduce the possibility of personal crimes. Finally, proper signage should be placed throughout the community to control traffic and guide users.

### **Maintenance Responsibilities**

Circulation facilities should be designed and constructed to minimize City maintenance costs not just provide for low cost installation. Where facilities are under the jurisdiction of the State, County or other public entity, the City shall work to enforce agreements for the ongoing maintenance of those facilities.

### **Planning and Priority of Facilities**

All major construction and maintenance of transportation facilities should be included in the Capital Facilities Program of Santaquin City and planned to increase the effectiveness of each transportation dollar. If the city is required to prioritize transportation facility projects, the criteria should include safety, number of citizens that will receive benefit, and linkages between facilities.

### **FACILITY CLASSIFICATIONS**

Important to the success of the Santaquin City transportation system is the need for an effective and complete hierarchy of roadways with transportation corridors and nodes, which reflect access management strategies and alternatives to corridor access. Each road or street and non-motorized facility in the community has been classified according to its intended use and capacity based on the City's buildout potential in accordance with the Land Use Element of the General Plan.

## CHAPTER 3: CIRCULATION ELEMENT

Each of the following classifications represents a different type of roadway or street, or non-motorized facility. The classifications represent a local definition and description and are not intended to reflect any County, State or Federal definitions, but rather provide an effective method for designing a circulation system.

### Circulation Classification

- Arterial Road
- Collector Road
- Major Local Road
- Local Road
- Rural Lane
- Trails
- Pedestrian

#### Arterial

An arterial street serves the transportation needs of not only residents of Santaquin City, but also for travelers moving through the community and on to other destinations. Access should be strictly limited on arterial facilities in order to preserve the best possible traffic flow. Developments should drain onto other collector roads before emptying onto an arterial and should not be designed to allow users to back onto arterial roads. Developments adjacent to arterials should provide adequate on-site parking, circulation routes and loading and unloading areas rather than utilize arterial roads for such.

Because these facilities are designed for carrying greater amounts of traffic, pedestrian facilities such as sidewalks, trails and paths should be separated from the traffic flow through the use of planter strips, detached sidewalks and landscaping. Elementary schools should not be located on arterial streets without additional precautions being taken to assure student/pedestrian safety.

#### Collector

A collector typically serves the transportation needs of the residents of Santaquin City. Although collectors are meant to service mainly residential development, they also serve to provide transportation routes to residential support uses such as parks, churches and schools. Associated pedestrian facilities should be designed to link with other sidewalks, trails or paths to make all services in the community accessible to pedestrians.

Access should be limited where possible on collector facilities in order to preserve traffic flow and promote safety. If possible, subdivision lots should internally drain onto major-local or local roads before merging with collectors. If possible, private driveways should be avoided on collectors, and special design features such as shared, circular or hammerhead driveways should be considered.

Because these facilities are generally designed for carrying greater traffic than major-local and local streets, pedestrian facilities such as sidewalks, trails and paths should be separated from the traffic flow through the use of planter strips, detached sidewalks and landscaping. Developments adjacent to collectors should provide adequate on-site parking, circulation routes and loading and unloading areas rather than utilize collector roads for such.

#### Major-Local Street

A Major-Local Street serves local residents. Its design allows for slow traffic and safety while accommodating on-street parking of guests or visitors to residential dwellings. Non-motorized access is a part of the local system and such facilities should link to other sidewalks, trails or paths to

## CHAPTER 3: CIRCULATION ELEMENT

make all services in the community accessible to pedestrians. Pedestrian facilities should blend into the system and be a key part of the transportation review of a proposed subdivision. The pedestrian facilities should be not attached to the street curb, but separated by a planting strip with large canopy trees. The street design should be narrower for the travel lanes and parking lanes and should have traffic calming elements to keep travel speeds low.

### **Local Street**

A Local Street serves neighborhood residents. They are intended to be an element within a neighborhood but not an intrusion or dividing factor between residents. Its design allows for slow traffic and safety while accommodating on-street parking of guests or visitors to residential dwellings. Furthermore, the design acknowledges the high amounts of pedestrian traffic in neighborhoods by incorporating sidewalks, street trees, traffic calming elements, etc. These roads should be designed to discourage through traffic with the use of traffic signs or other appropriate means.

### **Rural Street / Country Lane**

A rural street may be appropriate in areas where vehicle trips are less than 100 per day and the surrounding uses are more agricultural in nature. These roads may include gravel or asphalt surfacing with drainage swales rather than curb and gutter along shoulders. Natural shoulder areas would be maintained for drainage and may be appropriate areas for pedestrian or equestrian travel. It is recognized that development along these roads will likely occur in the future and would necessitate the installation of facilities found on local streets. City development standards and zoning requirements will need to address this conversion time frame or events.

### **Trails and Paths**

Trails and Paths are utilized by non-motorized commuters, tourists, recreationists, and neighborhood users. They can provide access to major retail and recreational facilities in the city, but also provide linkages to regional and state non-motorized transportation systems. They may include amenities such as park benches, landscaping, exercise stations, wayfinding signs, etc. Details about the location and types of trail facilities are found in the Parks and Recreation Master Plan.

### **Pedestrian Facilities**

All of the above circulation facilities should incorporate facilities to address pedestrian needs and neighborhood connectivity. Safety of pedestrians shall always be the primary concern of the city in approving pedestrian facilities in a new development.

## **FUNCTIONAL DESIGN**

Each road in the city is assigned a functional class, which is detailed in the City's Transportation Plan. Examples of level of service for each class are shown in Table 1, below. If a proposed new facility will have a negative impact on the existing system, which would cause traffic loads to occur

## CHAPTER 3: CIRCULATION ELEMENT

beyond the currently planned or built facilities, the applicant will be required to address the impact by upgrading existing facilities to meet new demand caused by the development.

In order to determine when a transportation facility has reached its intended capacity and should be expanded or a new facility should be constructed, the city has adopted a level of service for the functional class of each facility in the community. Table 2 describes these levels of service.

**Table 1: Functional Class Levels of Service**

Functional Class	Adopted Level of Service	Example Roads
Arterial	D or Better	Center Street, Summit Ridge Parkway
Collector	C or Better	Highland Dr., Summit Ridge Parkway (west of railroad tracks), 400 East
Major Local	B	200 North, 200 South
Local	B	General neighborhood streets

<sup>1</sup>See Table 2 below

**Table 2: Description of Level of Service.**

Level of Service	Traffic Flow	Service Description
A	Free Flow	Posted speeds attainable with very little or no interference between vehicles.
B	Stable Flow	Posted speeds attainable with minor amounts of delay and interference. Smooth traffic flow.
C	Less Stable Flow	Posted speeds attainable with periods of delay during peak hours. Congested flow during peak periods of traffic.
D	Approaching Unstable Flow	Posted speeds not attainable during peak periods of traffic. Significant congestion during peak periods of traffic.
E	Unstable Flow	Posted speeds not attainable during peak periods of traffic. Intersection failure and heavy congestions in peak periods.
F	Forced Flow	Heavy congestion even during non-peak periods of traffic. Intersection failure most of the time.

### PUBLIC TRANSPORTATION

Santaquin joined the Utah Transit Authority District in 2010, which allowed public bus services to begin in 2011. There is one bus route in Santaquin with 5 bus stops along Main Street and a park and ride lot at the LDS church located at 45 S. 500 W. In addition to bus routes, UTA provides for flex-trans and van-pool options for persons who desire to use a UTA van for carpool purposes during the week.

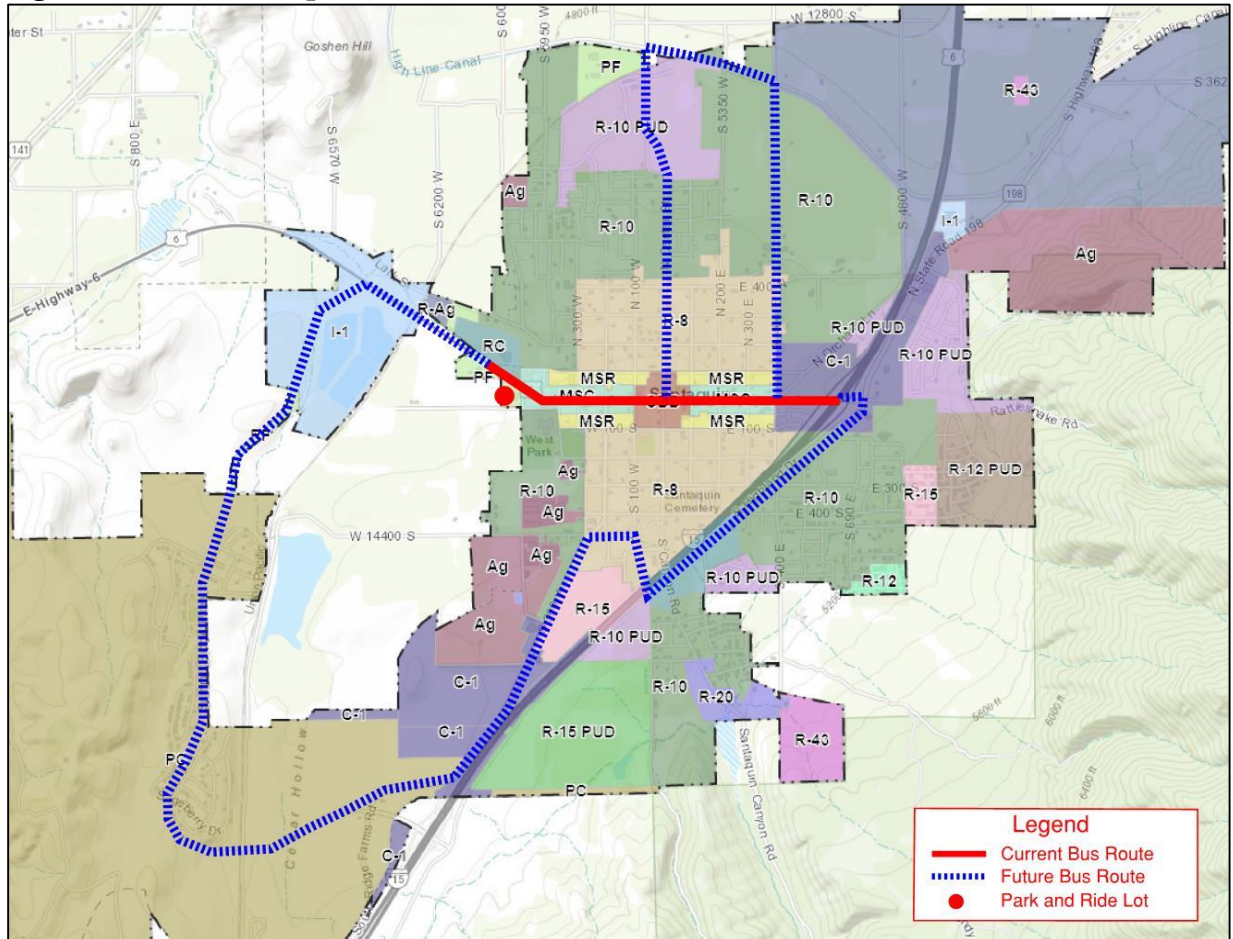
Santaquin City would like to see a front runner station in the city so commuter rail can service Santaquin City residence. This commuter rail system will travel along the Tintic line corridor and

## CHAPTER 3: CIRCULATION ELEMENT

then will need to run new track until it can meet with the Union Pacific freight line to head towards Nephi. Santaquin owns 35 acres for an end of the line station near the Summit Ridge Development and some of the corridor needed to bring the line to that land. Additional corridor needs to be purchased or reserved to assure the commuter rail system can make it to Santaquin.

Santaquin City needs to work with UTA on establishing a more effective bus route that will be centered around the cities major transportation corridors and be accessible to more Santaquin City residents. The major transportation corridors are located next to commercial/employment centers and high density housing.

*Figure 2: Public Transportation Plan*



### TRANSPORTATION MASTER PLAN

Santaquin City is a growing community with undeveloped land on all sides. It is anticipated that population growth will continue along the major transportation corridors. Santaquin City also anticipates economic development that will provide economic opportunities along these corridors.

As the community continues to expand in population and employment opportunities, new transportation facilities will need to be constructed in order to maintain an efficient and effective motorized and non-motorized transportation system. Once a development is proposed which could adversely effect the transportation and circulation system, either the whole system will need to be adjusted or in some cases even demolition of the structure will need to occur. In either case,

## CHAPTER 3: CIRCULATION ELEMENT

development approval without considering long term effects can prove costly to the community. A Master Transportation Plan map has been prepared to help anticipate some of the impacts of development.

The primary purpose of the Transportation Master Plan is to balance future demands generated by population and employment growth with future roadway improvements, thereby developing a long-range circulation system plan which would efficiently support future land development. The Transportation Master Plan identifies future transportation corridors and designates the functional class of each facility. Exploratory facilities, as shown on the circulation map of this element, are intended to represent future corridors or possible transportation routes that ought to be preserved when adjacent lands are developed. A number of methods for financing and construction of these facilities can be utilized, including exactions, impact fees, capital improvements programming, and cooperation with other appropriate government entities such as the Utah Department of Transportation and Utah County. The design of such roads will need to be evaluated at the time adjacent lands development. The Transportation Master Plan should be reviewed prior to any development approval, including issuance of a Building Permit.

Appropriate use of Santaquin's long-range Transportation Master Plan should be to:

1. Secure right-of-way prior to or concurrent with land development.
2. Determine if outlying potential development could degrade existing streets, and consider actions to limit or concentrate future land-use densities, if required.
3. Anticipate long-range financial demands and search for additional methods of street improvement funding.
4. Verify that a comprehensive transportation process has been completed as is often required when applying for federal or state transportation funds.

Thus, recommendations of the long-range Transportation Master Plan should be noted, but actual improvements would be tied to future growth.

### GOALS AND POLICIES OF THE CIRCULATION ELEMENT:

#### **Goal 1 To have a balanced circulation system which provides for safe and efficient movement of vehicles and pedestrians.**

- Policy 1 Ensure that all roadways in the community have properly designed surfaces and drainage facilities which are in adequate condition.
- Policy 2 Provide for safe and convenient bicycle and pedestrian movement.
- Policy 4 Intersections should be located at intervals which maximize street capacities, provide necessary access, and allow for pedestrian connectivity between blocks and neighborhoods.
- Policy 5 Provide access to schools, parks and churches without requiring automotive travel.
- Policy 6 Minimize non-local and commercial traffic within residential neighborhoods.

## CHAPTER 3: CIRCULATION ELEMENT

**Goal 2 To have a circulation system which reinforces surrounding land development patterns, and enhances regional circulation facilities.**

- Policy 1 Coordinate land-use and circulation planning to maximize the land development opportunities created by major transportation routes and freeway exits within and around Santaquin.
- Policy 2 Design an adequate thoroughfare system within future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process.
- Policy 3 Protect arterial street traffic flow through management of access points to adjacent land-uses.
- Policy 4 Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.
- Policy 6 Existing streets should be upgraded to minimize congestion. Where congestion can be attributed to new construction, needed improvements should be the responsibility of the developer.
- Policy 7 Minimize localized traffic congestion and operational problems.

**Goal 3 To have a circulation system which is harmonious with the natural environment and an enhances the aesthetics of the City.**

- Policy 1 Improve the overall design and appearance of roadways within the community through the use of parkstrips, street trees, decorative lighting, etc.
- Policy 2 Ensure that circulation facilities are designed and developed in harmony with the natural environment and adjacent land uses, including protection of hillside areas, culturally or historically significant properties, etc.
- Policy 3 Develop standards for cuts and fills for new roads as well as reclamation and stability of hillsides after road construction is completed.
- Policy 5 Develop streetscape standards for gateway roads, major thoroughfares, and around commercial centers.

**Goal 4 To cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Santaquin, and between Santaquin and other nearby destinations.**

- Policy 1 Santaquin will coordinate with the Mountainland Association of Governments for long range transportation planning efforts.
- Policy 2 Work with all appropriate agencies to assure adequate and appropriate design or modifications of multi-jurisdictional roads will further the goals and policies of this

## CHAPTER 3: CIRCULATION ELEMENT

General Plan.

- Policy 3 Become part of regional transportation districts that can service the Santaquin area.
- Policy 4 Work with and support regional transportation initiatives, e.g. commuter rail, bus rapid transit (BRT), carpool services, etc.
- Policy 5 Plan for Commuter Rail Stations within Santaquin and work on right of way corridor preservation with Utah Transit Authority. Coordinate a land use plan for a Transit Oriented Development at the station location.

### **Goal 5 To provide an economically feasible circulation system.**

- Policy 1 Private development participates in major street system improvements through street impact fees, dedication of land, and construction of facilities.
- Policy 2 Where congestion can be attributed to new construction, needed improvements should be the responsibility of the developer.
- Policy 3 Work with all appropriate agencies to assure adequate and appropriate design or modifications of multi-jurisdictional roads will further the goals and policies of this General Plan.
- Policy 4 Implement road design and construction standards which utilize historically adequate drainage patterns and resources rather than construct hard surface areas uncharacteristic of rural areas.

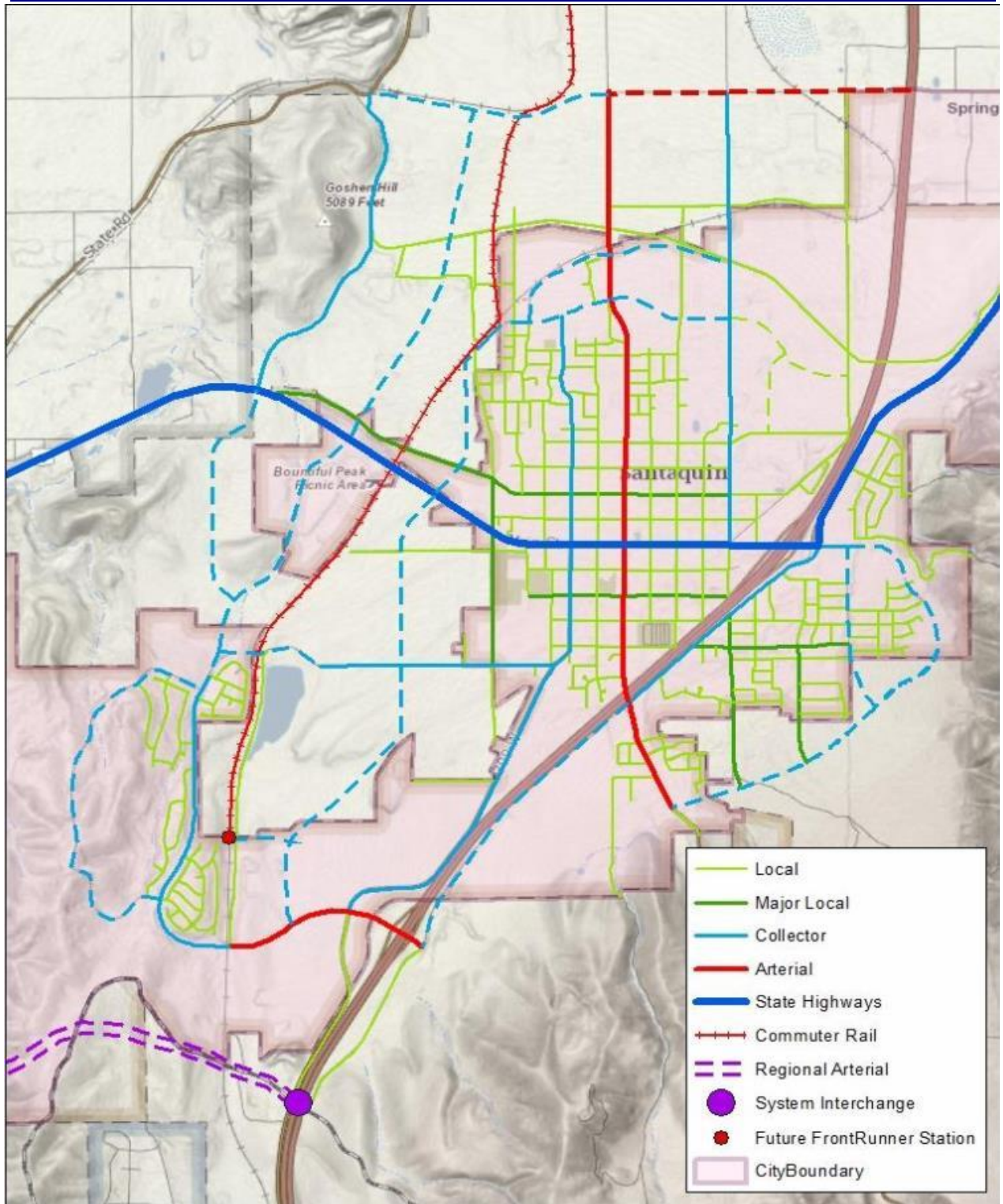
### **Goal 6 To provide a circulation system which enables the establishment of major commercial or business park developments.**

- Policy 1 Ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.
- Policy 2 Provide for the safe and efficient movement of trucks and service vehicles within the community in a manner that does not adversely affect nearby land-uses, including but not limited to weight restrictions and signage.

### **Official Circulation Map**

The following Circulation map and those neighborhood or area specific master plan maps incorporated into this document shall constitute the official Circulation map of the Santaquin General Plan. These maps shall be effectual in directing the establishment of policy and development practices throughout Santaquin City. Enforcement of these maps shall be as established in the Santaquin City Municipal Code and as allowed under Utah Code Sections 10-9a.

# CHAPTER 3: CIRCULATION ELEMENT



## CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

The Utah Municipal Code, 10-9a-403(2)(a)(iii) requires that all cities adopt a Plan for “Moderate Income Housing” as part of their General Plan. Section 10-9a-403(2)(b) of the Utah Municipal Code, outlines three issues that must be addressed in the Moderate Income Housing Plan. The three issues that must be addressed are: 1) municipalities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing; 2) an analysis of how the municipality will provide a realistic opportunity for the development of moderate income housing within the next five years; and 3) shall include a recommendation to implement three or more strategies found in 10-9a-403(2)(b)(iii) of the Utah Municipal Code.

### I. Current Moderate-Income Population

Moderate income housing is defined by the Utah State Code 10-9a-103(38) as: “...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.”

The U. S. Census Bureau lists the median household income in Utah County in 2017 as \$ \$69,200. Information from the U.S Department of Housing and Urban Development (HUD) indicates that based on the size of the household, an income level of \$ \$38,750 - \$73,100 could still be considered a low income household. For example, a household with 4 people making less than \$55,350 is considered having a low income.

Table 1: Low Income Levels Based on Household Size.

Income Levels	Household Size							
	1	2	3	4	5	6	7	8
Low (80%) Income Limits	\$38,750	\$44,300	\$49,850	\$55,350	\$59,800	\$64,250	\$68,650	\$73,100
Very Low (50%) Income Limits	\$24,250	\$27,700	\$31,150	\$34,600	\$37,400	\$40,150	\$42,950	\$45,700
Extremely Low (30%) Income Limits	\$14,550	\$16,600	\$20,420	\$24,600	\$28,780	\$32,960	\$37,140	\$41,320

Source: Information obtained from US Housing and Urban Development Income Limits Documentation System 2017(www.huduser.org)

Santaquin’s population in 2010 was 9,128 and the population estimate for 2017 was 11,652. That is an increase of 2,524 residents in seven years. Each year, HUD receives custom tabulations of the American Community Survey 5-Year Estimate (ACS) from the Census Bureau. This data is known as the Comprehensive Housing Affordability Strategy (CHAS). This data demonstrates the extent of housing problems and needs, particularly for low income households. Table 2 categorizes household income levels by Area Median Income (AMI) using the statistics for CHAS. This table illustrates the number of Santaquin households whose total income falls within each income bracket.

Table 2: Households by Income Level 2016

AMI Income Level	Households	% of Households
100% AMI	1465	58%
80% AMI	625	25%
50% AMI	315	12%
30% AMI	135	5%

Source: Information obtained from US Housing and Urban Development Comprehensive Housing Affordability Strategy 2016 (www.huduser.org)

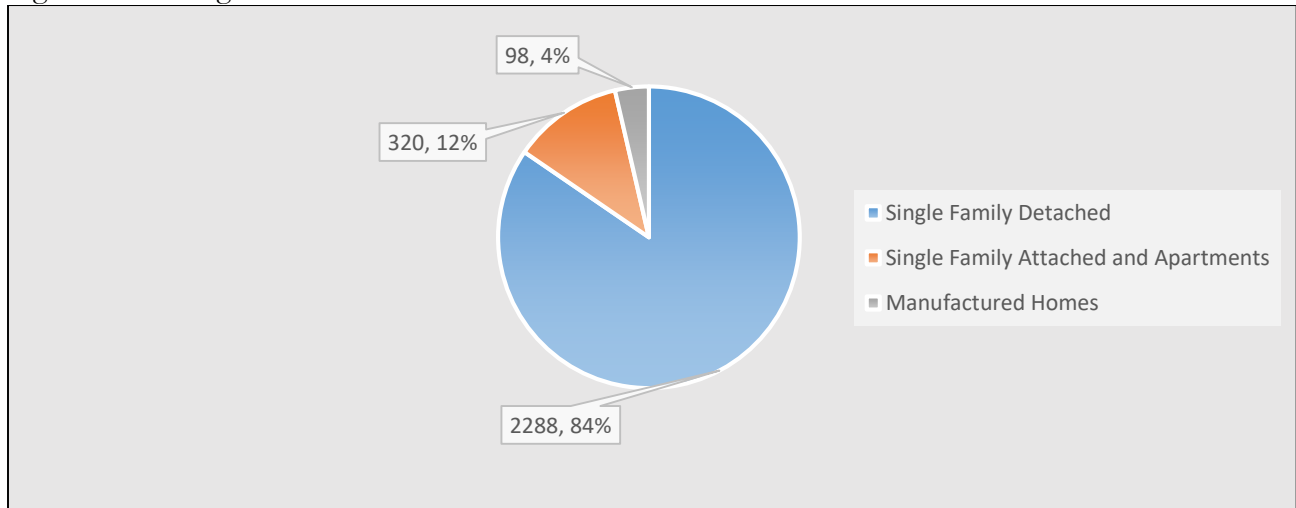
## CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

A low income is considered to be 80% of the AMI. There are 1,075 households in Santaquin with a household income categorized as low income to extremely low income. The households that earn just 30% of the AMI find it very difficult to live within the affordable housing guidelines since they cannot afford average market rental rates. It is vital to the well-being of the community that households of all income levels have affordable housing options.

### II. Current Housing Stock

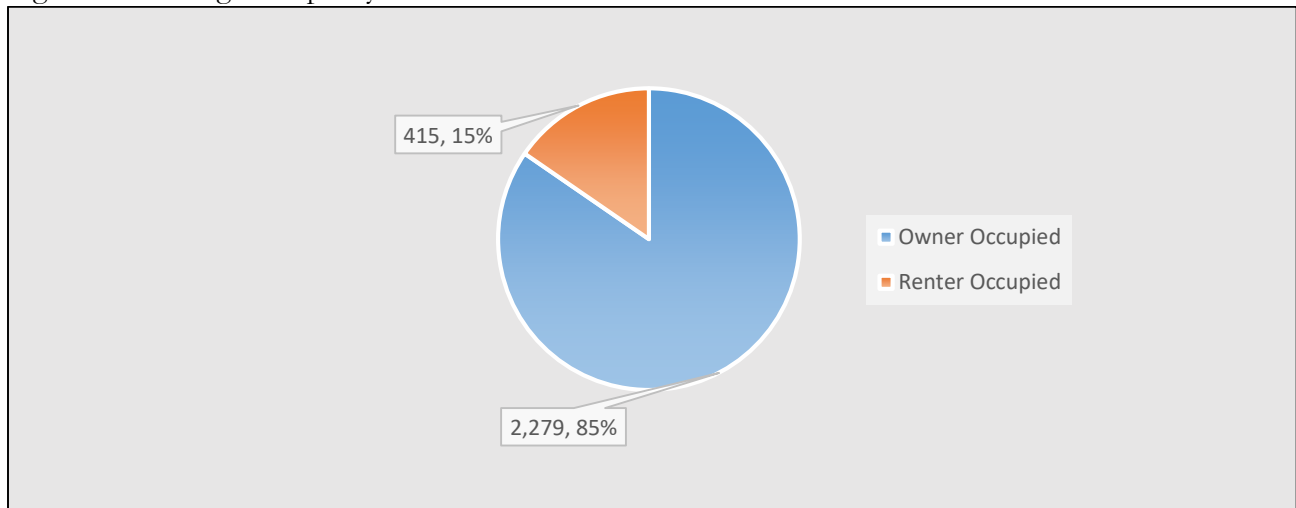
In 2017, Santaquin had 2,288 detached single family residences, 320 attached single family or apartment units, and 98 manufactured homes. These numbers combine for a total of 2,706 dwelling units. The majority of dwelling units in Santaquin were owner-occupied. There were 2,279 owner occupied units, 415 renter occupied units and 12 vacant units.

Figure 1: Housing Stock



Source: US Census Bureau's American Community Survey, 2017 ([www.factfinder.census.gov](http://www.factfinder.census.gov))

Figure 2: Housing Occupancy

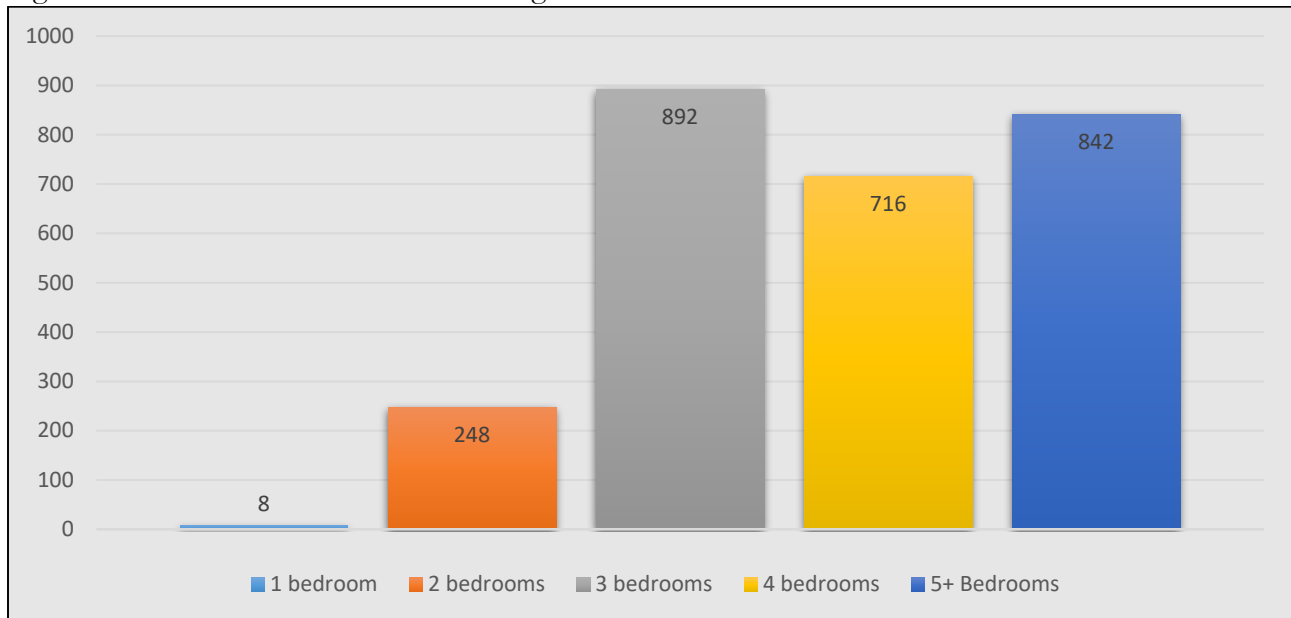


Source: US Census Bureau's American Community Survey, 2017 ([www.factfinder.census.gov](http://www.factfinder.census.gov))

There are only 8 dwelling units that have one bedroom. The majority of housing units have 3+ bedrooms. Approximately 48% of the housing stock in Santaquin was built in 2000 or later and 14% built before 1959. Half of the owner-occupied units and 57% of the renter-occupied units are over 20 years old.

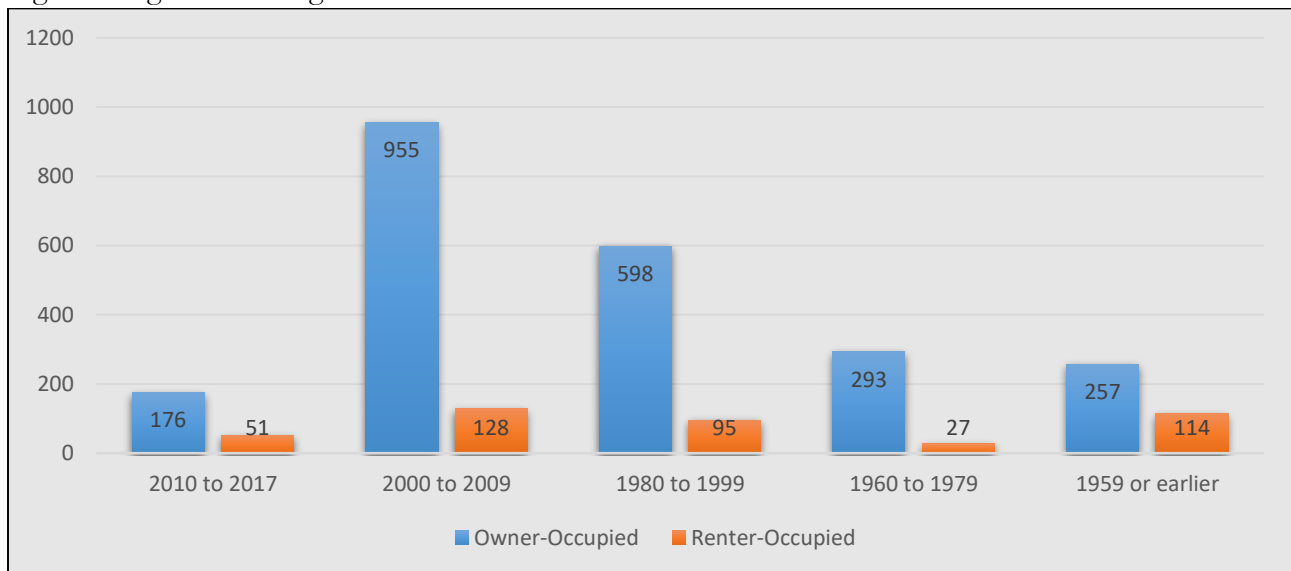
## CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

Figure 3: Amount of Bedrooms in Housing Units



Source: US Census Bureau's American Community Survey, 2017 ([www.factfinder.census.gov](http://www.factfinder.census.gov))

Figure 4: Age of Housing Stock



Source: US Census Bureau's American Community Survey, 2017 ([www.factfinder.census.gov](http://www.factfinder.census.gov))

### **III. Housing and Rent Affordability**

Affordability of housing units is determined by AMI and the amount a household at each income level can afford. Housing is considered affordable by State and Federal definition when a household spends no more than 30% of their annual income on housing expenses, including mortgage or rent and utilities. Households that spend more than 30% of their monthly income on housing expenses are considered cost-burdened.

In 2019, the AMI for Utah County was \$79,600 or \$6,633 a month. Based on these numbers, mortgage or rent and utilities should be no higher than \$1,990 per month for the unit to be considered affordable.

## CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

The Moderate Income Housing Plan is created to ensure that housing is affordable for all income levels. The same affordability standards apply to all income levels. For example, a household that makes 80% of the AMI, which is \$63,680 or \$5,306 a month, can spend \$1,592 on mortgage or rent and utilities. A household will be considered cost-burdened if they pay more than \$1,592.

The table below summarizes the maximum monthly affordable housing costs for various income levels in Santaquin. The estimated maximum mortgage loan amount in the table below is based on a 30 year fixed rate loan at 3.7% interest and \$0 down payment, a monthly utility bill of \$321 and an estimated property tax.

Table 3: Affordability Summary 2019

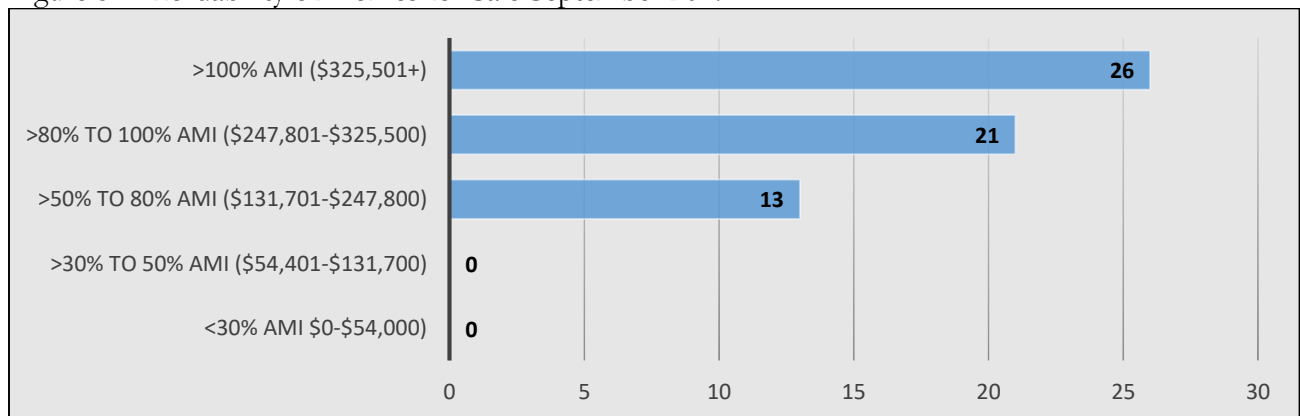
Household Income	Yearly Income	Monthly Income	Monthly Housing Expenses	Max. Mortgage Loan Amount
100% AMI	\$79,600	\$6,633	\$1,990	\$325,500
80% AMI	\$63,680	\$5,306	\$1,592	\$247,800
50 % AMI	\$39,800	\$3,316	\$995	\$131,700
30% AMI	\$23,880	\$1,990	\$597	\$54,000

Source: Information obtained from US Housing and Urban Development Income Limits Documentation System 2019(www.huduser.org)

Research conducted on utahrealestate.com and homes.ksl.com indicate that there were 60 homes for sale in Santaquin as of September 2019. Of the 60 homes available, 21 units are affordable to moderate income households and 13 are available to low income households

There were 19 properties listed for rent on zillow.com and rentler.com. Of the 19 properties available for rent, 10 were available to low income households, 5 for very low income households and 2 to extremely low income households.

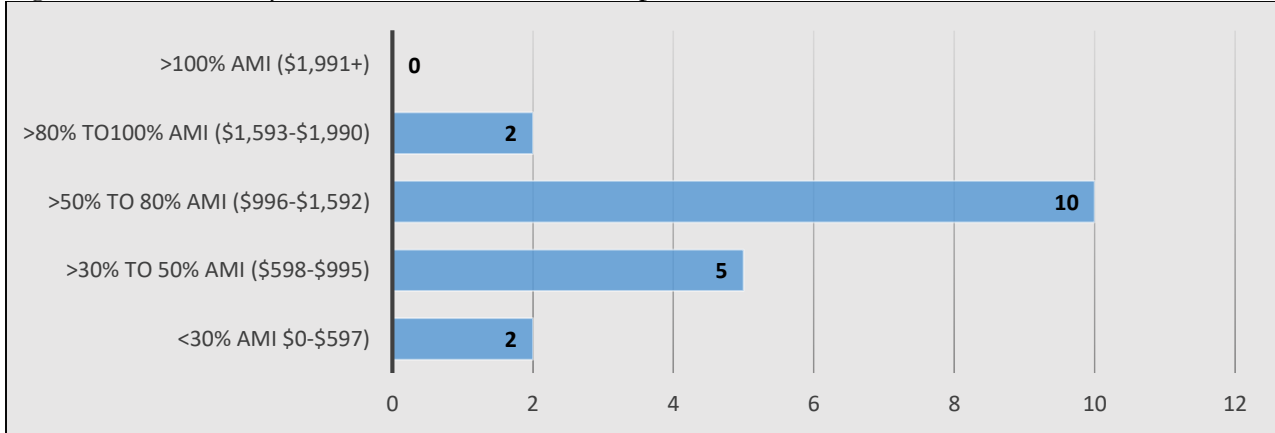
Figure 5: Affordability of Homes for Sale September 2019



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov, utahrealestate.com, homes.ksl.com 2019)

## CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

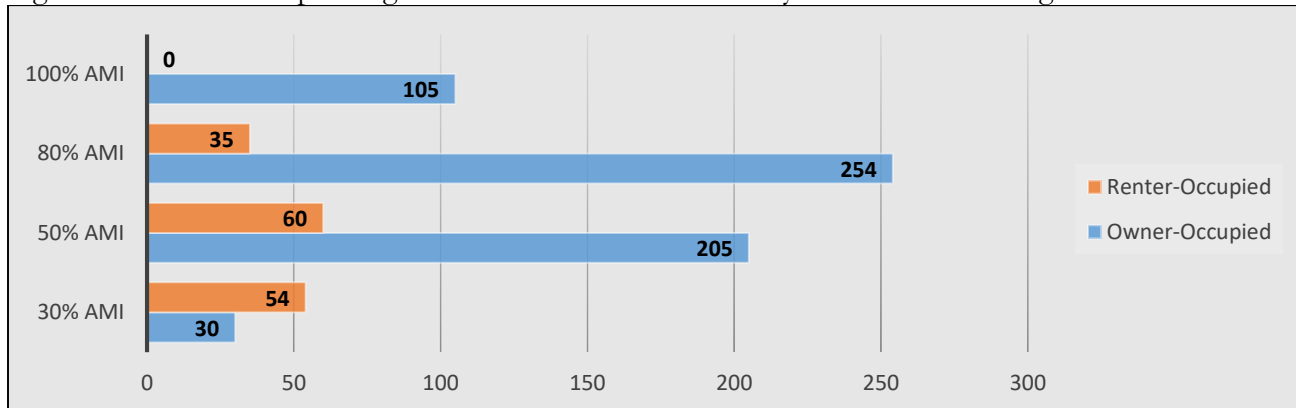
Figure 6: Affordability of Available Rental Units September 2019



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov, Zillow.com, Rentler.com 2019)

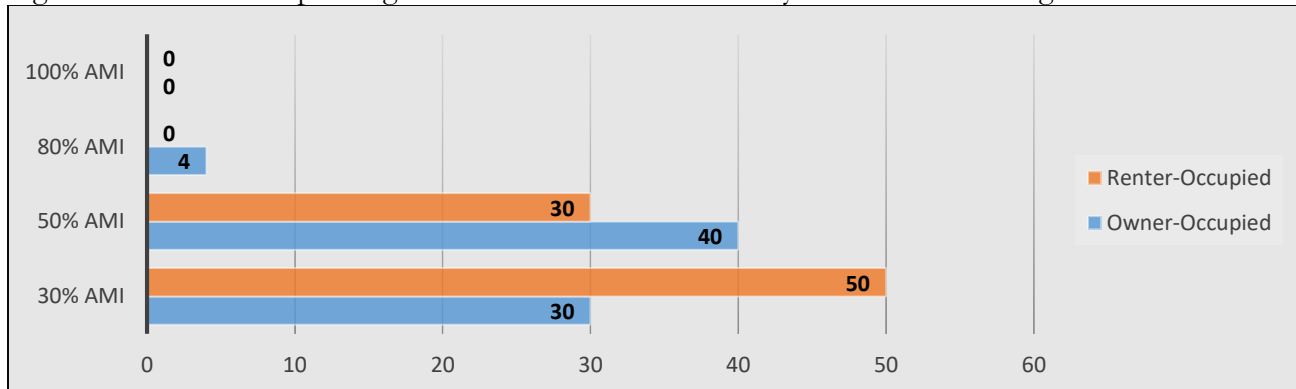
The two figures below show the owner-occupied and renter-occupied households that are spending 30% or 50% of their monthly income on housing. The majority of cost-burdened households are in the 80% AMI category and spend 30% or more of their income on housing.

Figure 7: Households Spending 30% or More of Their Monthly Income on Housing



Source: Comprehensive Housing Affordability Strategy 2016 (huduser.gov)

Figure 8: Households Spending 50% or More of Their Monthly Income on Housing



Source: Comprehensive Housing Affordability Strategy 2016 (huduser.gov)

### **IV. Evaluation of How Existing Land Uses and Zones Affect Opportunities for Moderate Income Housing**

Santaquin's affordable housing is clustered near the center of town. This is primarily due to the zoning regulations that are in place and the age of the housing stock in this area. Some affordable housing is also found in newer, larger homes, where accessory apartments are located. Santaquin's zoning regulations allow for more affordable housing to get built in areas which are more readily serviced by public transit, services and amenities.

Zoning around Main Street allows for multi-unit housing and even encourages more housing opportunities near the Central Business District. These areas are serviced by public transit and are within walking distance to business.

Most of the older homes in the core area include 2-3 bedroom structures on large lots. Santaquin allows for redevelopment, infill reduction standards and flag lots within the core area of town to increase the amount of new affordable housing stock in the area. The infill reduction allows for the square footage of the lot and the lot frontage to be reduced by 20% from what the underlying zone requires. This always for smaller more affordable lots and homes.

Other affordable units in the city are accessory apartments. They are sought by single person households and young families with limited incomes and older individuals, who also benefit from these units, since the rental income helps subsidize their retirement incomes. Accessory apartments are allowed in every residential zone in Santaquin.

Santaquin also encourages higher densities within typical single family zones by doing a Planned Unit Development(PUD). A PUD allows for additional multi-family and "starter home" dwellings. With the approved PUD's in the City, there will continue to be multi-family and starter home dwelling for the foreseeable future.

### **V. Santaquin's Program to Encourage Moderate Income Housing for the Next Five Years**

Providing a mix of residential densities, both in housing and parcel size throughout the community can stabilize home values, draw a variety of households to the City, and increase economic potential. Knowing this, Santaquin has zoning regulations near downtown that allows for more infill and high density developments where infrastructure is readily available. This directed growth will likely consist of smaller lots or higher density developments, which helps provide housing opportunities not readily available to those with extremely low income. It will also increase economic development potential and local business support in the downtown area. Areas which have not been developed yet or are currently in agriculture operations are slated for low density development (e.g. ranchettes, farmsteads) for those seeking larger properties and animal rights. Other lands within current developments are also being reserved for housing of attached single family homes or large lot estate homes. All of these efforts will strengthen the housing market around Santaquin while maintaining the affordability of homes.

Providing high density residential areas in strategic locations will be a priority. The objectives of establishing high density residential areas is to provide a residential environment within the city which is characterized by dwellings that may include attached and detached single-family homes, patio homes, townhomes or row-houses, duplex and apartments. These areas are situated to take advantage of existing public infrastructure, e.g. recreation facilities, utilities, services, schools and shopping centers. Proximity to these uses allows more

## CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

community interaction with reduced dependence on automobiles with neighborhoods that are designed for walkability. Providing more density in these areas allows for development of properties with unique limitations due to size, configuration, location or price. These areas serve to recapture tax base opportunities lost by larger lot single family developments and increase the viability of commercial areas. The design of high density areas should integrate high quality materials and building character with integration to existing neighborhoods rather than create isolated and walled off housing projects. Allowing for more varied housing opportunities in the area can meet the needs of many levels of economic and demographic characteristics within the city, including young single professionals, recently married couples and elderly or retire couples or individuals that prefer less house size and less maintenance responsibilities

The following goals and policies should be considered as the City reviews future residential development proposals

### GOALS OF THE MODERATE INCOME HOUSING PLAN:

- Goal 1            Ensure that housing within the community is safe, accessible, sanitary, and constructed with lasting materials.
- Goal 2            A variety of housing types should be integrated throughout the City in various locations, and consistent with the needs of all household types and incomes.
- Policy 1           Provide a mix of lot sizes and housing types in new residential developments so that a variety of household and demographic types can be integrated with a neighborhood and not isolated in one development area.
- Policy 2           Distribute multi-family development opportunities throughout the community consistent with the Land Use Plan
- Policy 3           Work cooperatively with the Utah County Housing Authority to provide opportunities for Section 8 rent assisted housing.
- Policy 4           Utilize state or federal funds or tax incentives to promote the construction of moderate and low income housing.
- Policy 5           Utilize programs offered by the Utah Housing Corporation.
- Policy 6           Utilize affordable housing programs administered by the Utah Department of Housing and Community Development.
- Policy 7           Find ways to reduce utility expenses and housing costs for families with very low and extremely low incomes.
- Policy 8           Continue to allow for accessory apartments throughout the City to help subsidize mortgage payments and allow for affordable rentals in the City.
- Policy 9           Allow for higher density and moderate income residential developments around commercial, and employment centers.

## CHAPTER 5: ENVIRONMENTAL ELEMENT

Santaquin City, like most cities located along the foothills of the Wasatch Front, is subject to those environmental conditions and hazards associated with close proximity to high mountain ranges. Some of these conditions include extremes in seasonal weather and temperatures, varied soils, topography, hydrology, vegetation and wildlife. Natural hazards common to the area include earthquakes, rock falls, flooding, forest fires, and debris flows. Each of these environmental elements or hazards affects or can be affected by the land uses and developments on the land. How these are regarded will determine the quality of life in the area as well as the amount of safety and protection afforded to the City's residents and their property when natural disasters occur.

### CLIMATE

The climate in Santaquin is semi-arid, characterized by higher summer temperatures, low humidity, wide temperature ranges, and low seasonal precipitation. The average maximum temperatures and average precipitation for the City are shown in Figure 1.

Precipitation is mainly due to the proximity of the Wasatch Front Mountain Range and the general westerly flow of weather patterns through the area. Santaquin averages 18.22 inches per year, which occurs evenly throughout the year. Spring and fall seasons typically receive 5.94 and 5.28 inches per respectively. Summer months generally receive a total of 2.55 inches of precipitation and winter months usually get 4.45 inches.

### SOILS

The majority of Santaquin City is located on Steed sandy loam (Sd) and Steed gravelly sandy loam (Se) soils. The Steed series consists of well-drained, calcareous, gently sloping, very gravelly soils that formed in gravelly alluvium derived from limestone, sandstone and quartzite. The western portion of the city's boundary incorporates areas of Lakewin gravelly fine sandy loam (LaC), Welby silt loam (WeB), Sterling gravelly fine loam (SgC) and Pleasant Vale loam (PoA). The eastern foothills are made up of Cleverly gravelly fine sandy loam (CsD and CsC), Kilburn stony sandy loam (KOD), Lakewin cobbly fine sandy loam (LcE), Timpanogos loam (ImB) and Pleasant Grove stony loam (PmE2) all of which have steep slope constraints. The area around the south interchange is Parleys loam (PaB and PaC), and Parleys silty clay loam (PcB).

These soils generally have loam or gravelly, stony, or very stony loam topsoils. These soils formed from alluvial, colluvial, or residuum limestone, shale, sandstone, quartzite, conglomerate, or volcanic parent materials. Subsoils are typically loam, sandy loam, clay loam, or clay with high stone, gravel, or cobble content. Soil depths range from non-existent to very deep. Most of these soils have

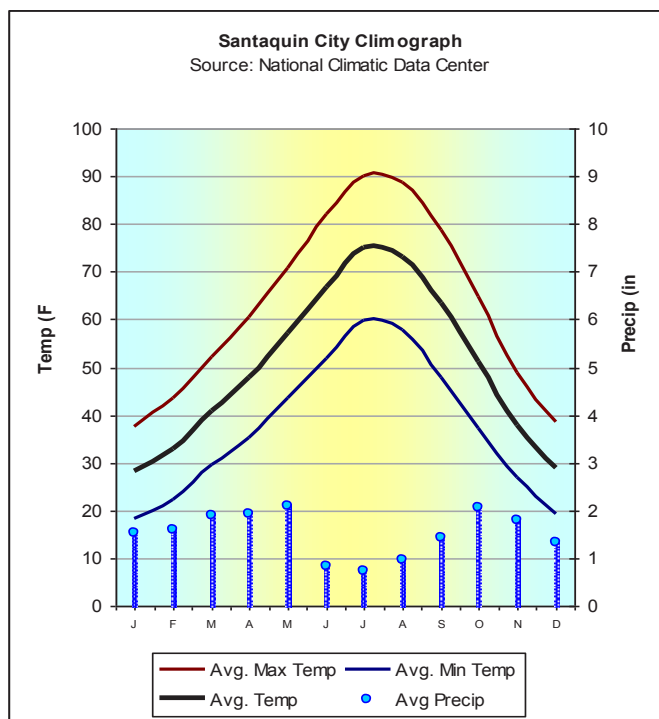


Figure 1

## CHAPTER 5: ENVIRONMENTAL ELEMENT

moderate to moderately slow permeability, and well or excessively drained. Disturbed erosion hazard ranges from slight to moderate. Soil productivity varies from moderate to low<sup>1</sup>.

### TOPOGRAPHY

Within the Santaquin Annexation Policy Plan (APP) area the elevation changes from approximately 4,640 feet above sea level at the northern end of the area to over 6,200 feet in the south east portion of the APP where the City abuts the Wasatch Mountains. The Wasatch Mountains which loom over the City on the east quickly rise to over 11,000 feet. This portion of the Wasatch Mountains is known as Dry Mountain. West Mountain is located to the northwest of the City and rises from 4,600 feet to over 5,500 feet. Long Ridge, which is located along the western border of the City rises to a similar height. The area generally slopes down toward the valley floor from the south end of the study area to the north.

Most of the lands on which development has occurred or is occupied by agricultural operations have been at the lower elevations of the area which generally have slopes less than 10 percent. Development on the foothills of the Wasatch and Long Ridge Mountains are beginning to encroach upon slopes of 20 percent or greater. As these foothills develop the City faces increased challenges of slope stability, erosion impacts, storm runoff, structural integrity, and cost of providing services. If the City allows the foothills around it to be developed, great care needs to be taken to assure the safety and protection of those whose homes will be built on those slopes.

### GEOLOGY

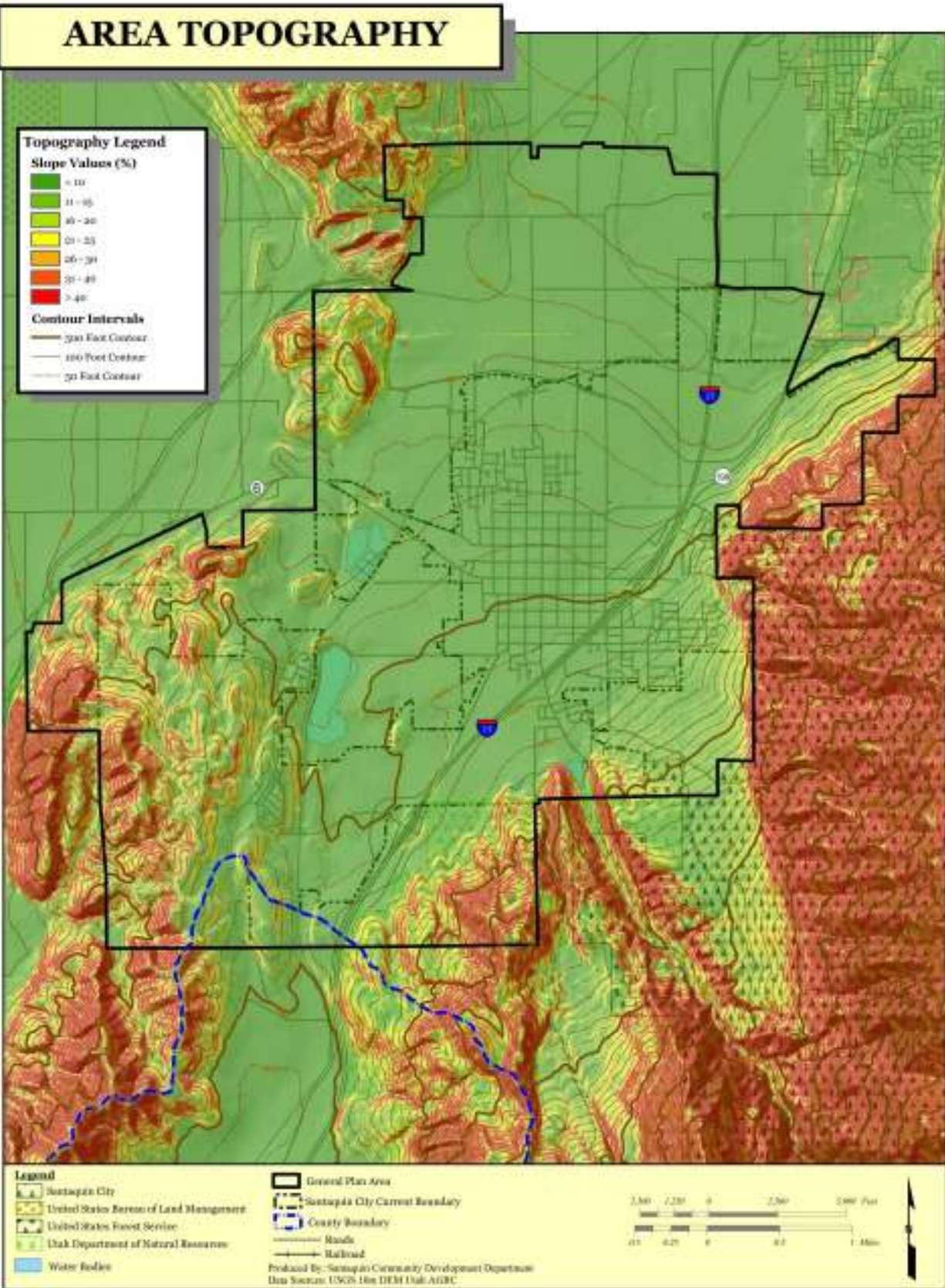
Many of the challenges of steep slopes around Santaquin City are due to the folding and faulting processes which take place along the Wasatch Front. The steep, western face of the Wasatch Mountains, including the scarp that extends from Spanish Fork to Nephi, is the line of offset with the Wasatch fault. This fault is the easternmost major normal fault of the Basin and Range province<sup>1</sup>. Evidence of this fault scarp is visible along the eastern foothills of Santaquin. Other fault lines have been identified around Dry Mountain and West Mountain. Each of these has been categorized as normal faults. Properties near these faults have already been approved for development. Santaquin needs to work closely with the United States Geologic Survey (USGS) and the Utah Geologic Survey to develop appropriate review criteria and establish which geologic studies may need to be performed prior to additional developments being approved near these faults.

Many areas in these foothills are also subject to the effects of debris flows as evidenced by the alluvial patterns in the area. Debris flows and avalanches are dominant geomorphic processes in steeper canyons and in headwater drainages, and may occur in any rock type. Debris flows occur during spring runoff in high water years and in response to intense summer thunderstorms. Large ancient earthflows can be seen in the Santaquin area<sup>1</sup>. The most recent destructive debris flow events occurred in 2002. At that time five homes and two businesses received major damage and 27 homes received minor damage at a total cost of about \$500,000<sup>2</sup>. Although mitigation measures like flood channels and catch basins have been constructed to ebb the effects of debris flows, Santaquin cannot treat these fully containable or manageable events. Regulations need to be adopted to limit the amount of development on alluvial areas most subject to future debris flow events.

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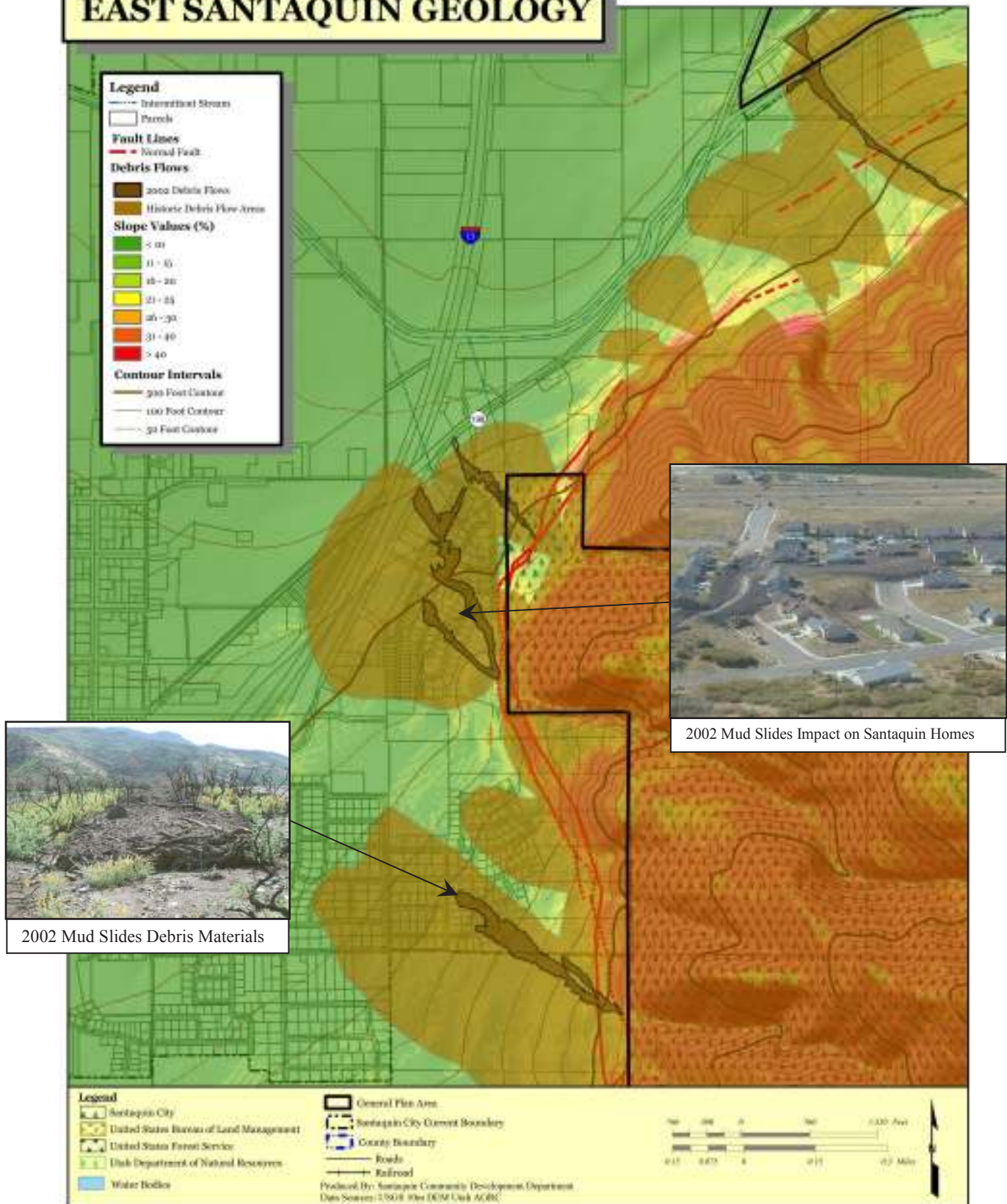
<sup>1</sup> USDA Uinta National Forest, 2003 Land and Resource Management Plan, May 2003.

<sup>2</sup> U.S. Small Business Administration Damage Assessment Report dated September 19, 2002.



# CHAPTER 5: ENVIRONMENTAL ELEMENT

## EAST SANTAQUIN GEOLOGY



## CHAPTER 5: ENVIRONMENTAL ELEMENT

### HYDROLOGY

There is only one watershed around Santaquin which has a fourth order stream, i.e. river. That watershed is commonly known as Santaquin Canyon. There are many perennial streams around Santaquin, such as “Peter Rabbit Springs” and those from which the City obtains culinary water. Prior to settlement of the area all surface streams in the area eventually flowed into Utah Lake. When the City was settled a vast irrigation system was constructed to capture and direct the water from local canyons to the surrounding farms and the dwellings. The amount of available water in the area is heavily dependent upon the fall and spring rains as well as the winter snow pack.

Aside from available surface water, wells tapping into local ground water are utilized. Some concerns have been raised by property owners north of the current City limits about how development is affecting ground water levels and what the future holds for the area. The status of ground water in the area was summarized by the Utah Divisions of Water Resources, Water Rights, Water Quality, and the United States Geologic Survey (USGS) in a report titled “Ground Water Conditions, Spring 2011”. From that report the following is taken.

Utah Valley is divided into two ground-water basins, northern and southern, which are separated by Provo Bay in northern Utah Valley. Ground water occurs in unconsolidated basin-fill deposits in the valley. The principal ground-water recharge area for the basin-fill deposits is in the eastern part of the valley, along the base of the Wasatch Range.

Southern Utah Valley is bounded by the Wasatch Range, West Mountain, and the northern extension of Long Ridge. Goshen is bounded by West Mountain, Long Ridge, the Lake Mountains, and the East Tintic Mountains. Ground water in Utah and Goshen Valleys occurs in the basin-fill deposits under both water-table and artesian conditions, but most wells discharge from artesian aquifers.

Total estimated withdrawal of water from wells in Utah and Goshen Valleys in 2010 was about 109,000 acre-feet, which is the same as in 2009, and 1,000 acre-feet less than the average annual withdrawal for 2000-2009. Withdrawal in southern Utah Valley was about 30,900 acre-feet, which is 800 acre-feet more than in 2009. Overall withdrawals in 2010 were similar to withdrawals in 2009. Increased withdrawal for irrigation was offset by decreased withdrawal for public supply and industrial uses.

Water levels generally rose slightly from March 2010 to March 2011 in most of the wells measured in the northern and southern parts of Utah Valley. Water levels in all three parts of Utah Valley generally rose in the early 1980s. The rise corresponds to a period of greater-than-average precipitation and recharge from surface water. Water levels generally declined from 1985 to 1993 in Utah Valley and generally rose from 1993 to 1998. This rise is the result of greater-than-average precipitation during this period. Water levels generally declined throughout Utah Valley from March 1999 to March 2005. Water levels in some wells reached their lowest level for their period of record, many dating back to 1935. From March 2005 to March 2007, most water levels in Utah and Goshen Valleys rose as a result of average to greater than average precipitation in 2005 and 2006 following 6 years of less-than-average precipitation.

Although the current status of ground water around Santaquin City appears positive, increased development on recharge areas will limit the amount of water entering the aquifer. Increased development of roads, housing, and impervious surfaces in recharge areas will also increase the amount of contaminant sources flowing into the City’s surface and ground water systems. The City needs to carefully regulate development in recharge areas and around surface waters to protect both its future supply and quality of water resources. Future regulations can be implemented through watershed protection plans and hillside development restrictions.

## CHAPTER 5: ENVIRONMENTAL ELEMENT

Flooding concerns around Santaquin City revolve around Santaquin Canyon. Currently Santaquin incorporates detention and retention basins, natural washes, ditches and storm drains into the city-wide storm drainage system. The City's location and topography necessitate receiving storm and spring runoff water from the unincorporated areas east of the City. A storm water master plan needs to be implemented to handle the natural flooding area as well as the surface runoff caused by the additional impervious surface materials brought with new roads and homes in developments. Santaquin City should coordinate with irrigation companies, Utah County, federal agencies and surrounding communities in flood mitigation and storm water management.

Santaquin has participated in the Federal Emergency Management Agency (FEMA) flood control program since December 11, 1985. FEMA has determined that Santaquin is a "No Special Flood Hazard Area" (NSFHA). The Community Identification Number is 490227. No special flood related requirements are needed to build in Santaquin. Newly annexed property would need to refer to the Utah County Flood Insurance Rate Map (FIRM).

### VEGETATION AND WILDLIFE HABITAT

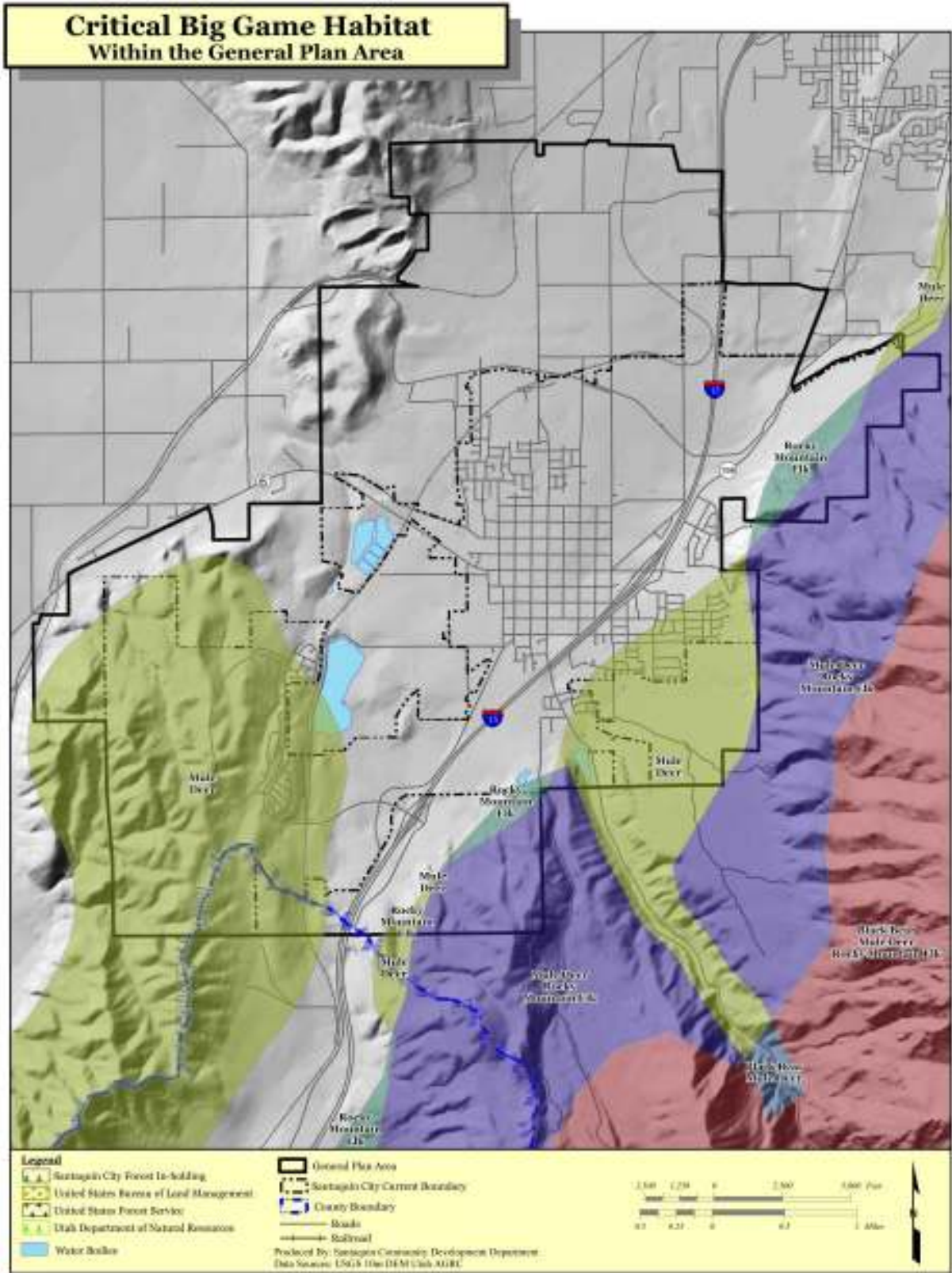
According to the Uinta National Forest 2003 Land and Resource Management Plan (Forest Plan), the area around Santaquin and the National Forest System lands which border Santaquin, is made up of varying vegetative community types. These types include aspen forest, oak/maple, sagebrush, conifer forest, pinyon/juniper woodlands, mountain brush, and riparian. The long term condition and variability of these vegetative types largely determine types and amounts of food and cover available for wildlife in the area. The majority of Santaquin is consistent with the sagebrush and mountain brush types.

Each of these vegetation communities has associative wildlife. Some of those species include a variety of lizards, rodents, birds, and small or big game animals like rabbits, badgers, weasels, elk, mule deer, moose, mountain lions, and black bear. The sagebrush cover type, which is typical of the Santaquin foothills, provides critical and high value winter range for many of the big game animals listed. With the increased number of houses creeping up the east bench, many residents have commented on the lessening number of large game herds bedding in the foothills during the winter.

Developments and impacts caused by increased human population along the Uinta National Forest and State of Utah Division of Wildlife Resource lands to the south will greatly impact the natural vegetation and wildlife resources in the area. Lands most susceptible to negative human impacts are referred to as Wildland Urban Interface areas. Santaquin can partner with developers, Federal agencies and the Utah Division of Natural Resources to preserve some of the most critical Interface. Preservation methods can include encouraging donation or sale of properties to appropriate land management agencies, acquiring conservation easements, or land use regulations providing for the clustering of densities and maintaining of sensitive lands.



# CHAPTER 5: ENVIRONMENTAL ELEMENT



### FIRE HAZARD

Another impact caused by development in these Wildland Urban Interface areas is increased fire hazards. Between 1980 and 2012 there have been 62 small fires (under 10 acres each) and three large fires (the Mollie Fire in 2001, approximately 8,000 acres, the Dry Mountain Fire in 2008, approximately 762 acres, and the Molly 2 Fire in 2008, approximately 20 acres) between the Santaquin and Payson Canyons. Cumulatively these fires have burned approximately 8,800 acres. The Mollie Fire resulted in extensive damage to soils, vegetation, watershed, and wildlife habitat, with over 34 percent of the burn area having burned under high intensity. Predicted soil loss as a result of the fire is 64.07 tons per acre for 2002. Santaquin, the National Forest Service and USGS have conducted aggressive rehabilitation treatments to reduce potential flood and debris flow damage to those areas most affected during the 2002 mud slides<sup>3</sup>.

The areas east of Santaquin consist of steep slopes and rugged terrain; fires that start on the lower third of these steep mountainsides have a greater risk of becoming large damaging fires with long-term effects on soil, vegetation, wildlife, and public and private infrastructure. The Uinta National Forest has adopted plans for fuels reduction treatments in Urban Interface areas and around improved campground areas, like the Trumboldt day camp area in Santaquin Canyon.

### GOALS AND POLICIES OF THE ENVIRONMENTAL ELEMENT:

Goal 1: Limit disturbance of hillside areas having 30 percent or steeper slopes.

Goal 2: Enforce the provisions of the hillside development ordinance.

Goal 3: Minimize soil and geologic hazards to people and properties.

- |           |   |
|-----------|---|
| Policy 1: | Establish special review procedures and ordinances for building on hillsides or in other environmentally sensitive areas.             |
| Policy 2: | Require developers to have qualified professionals identify and assess soils and geologic hazards prior to development.               |
| Policy 3: | Construction standards and guidelines for roads and other improvements should be established to limit impacts on sensitive hillsides. |
| Policy 4: | Regulate development densities in areas that are determined to have geologic hazards or constraints.                                  |

Goal 4: Protect the water resources of the City.

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<sup>3</sup> USDA Uinta National Forest, 2003 Land and Resource Management Plan, May 2003.

## CHAPTER 5: ENVIRONMENTAL ELEMENT

- Policy 1: Implement recommendations and requirements of drinking water source protection plans prepared for the City.
- Policy 2: Limit and/or regulate development in critical watershed areas and source protection zones.
- Policy 3: Work with the National Forest Service and Utah Division of Natural Resources to assure protection of watersheds east and south of the City.

Goal 5: Implement Wildland Urban Interface standards for new development.

- Policy 1: Work with other public agencies to establish and implement fire hazard reduction measures.
- Policy 2: Work with other public agencies to protect winter range habitat for big game animals.
- Policy 3: Existing open spaces should be identified and preserved on a priority basis.
- Policy 4: Provide and cooperate with other public changes for low impact public recreation facilities.

## CHAPTER 6: ECONOMIC ELEMENT

This element considers the economy of Santaquin City in the local and regional context. General discussion will include the elements necessary for expanding a local economy, Santaquin's strengths and weaknesses, and strategies which can be employed to achieve greater prosperity within the community.

### BACKGROUND

Economic development is the carrying out of activities that facilitate economic growth within the community. The purposes for government carrying out these activities is to help bring services and desired amenities to an area while reducing the overall tax burden on local citizens and businesses, thus improving the quality of life. As such, many communities often narrowly focus their attention on attracting sales tax dollars. There are other ways to grow the local economy.

A community's economy may be imagined as a barrel with money and goods flowing into the top as well as spilling out (See Figure 1). The barrel analogy represents a number of key concepts. First, the community is intimately linked with the rest of the world through the inflow and outflow of income and goods. Second, the community uses resources to produce the output it sells, which can be available locally or purchased elsewhere. Third, the size of the barrel is determined essentially by the inflow of outside income, the lack of leakage of income, and the volume of resources used to produce the community's output.<sup>1</sup>



Figure 1: Conceptual Economic Flow in a Community

### SANTAQUIN'S ECONOMIC HISTORY

Settlement of Santaquin was based around an agrarian economy. The adjacent hills were utilized for timber and natural resources needed by a small population base. Most goods, if not produced locally, were obtained from the Payson or Spanish Fork areas. Population and economic growth was stymied in part due to the relative isolation from larger economic centers. After the freeway was completed to Santaquin in 1970<sup>2</sup>, Santaquin's economy began to change.

The existence of the freeway brought quicker access to larger trade centers. People were able to live farther from their place of employment without having longer commute times. They also were able to get to shopping locations where more goods, at a cheaper price, could be offered. The small shops near Main Street began to close down. It was not until the turn of the century that growth returned to the area.

Between 2000 and 2010, Santaquin Main Street saw construction of a three doctor medical clinic, two credit unions, 32 residential units, 2,600 square feet of office space, and 6 retail spaces which have housed two restaurants, a pharmacy, salon, discount retail and other services. A new convenience store and fast food business were added at each I-15 interchange. Additionally, the city

<sup>1</sup> Community Economic Analysis: A How To Manual, Hustedde, Ronald J, et al, 1993

<sup>2</sup> Interview with Dan Avila, UDOT Region 3 Deputy Program Director

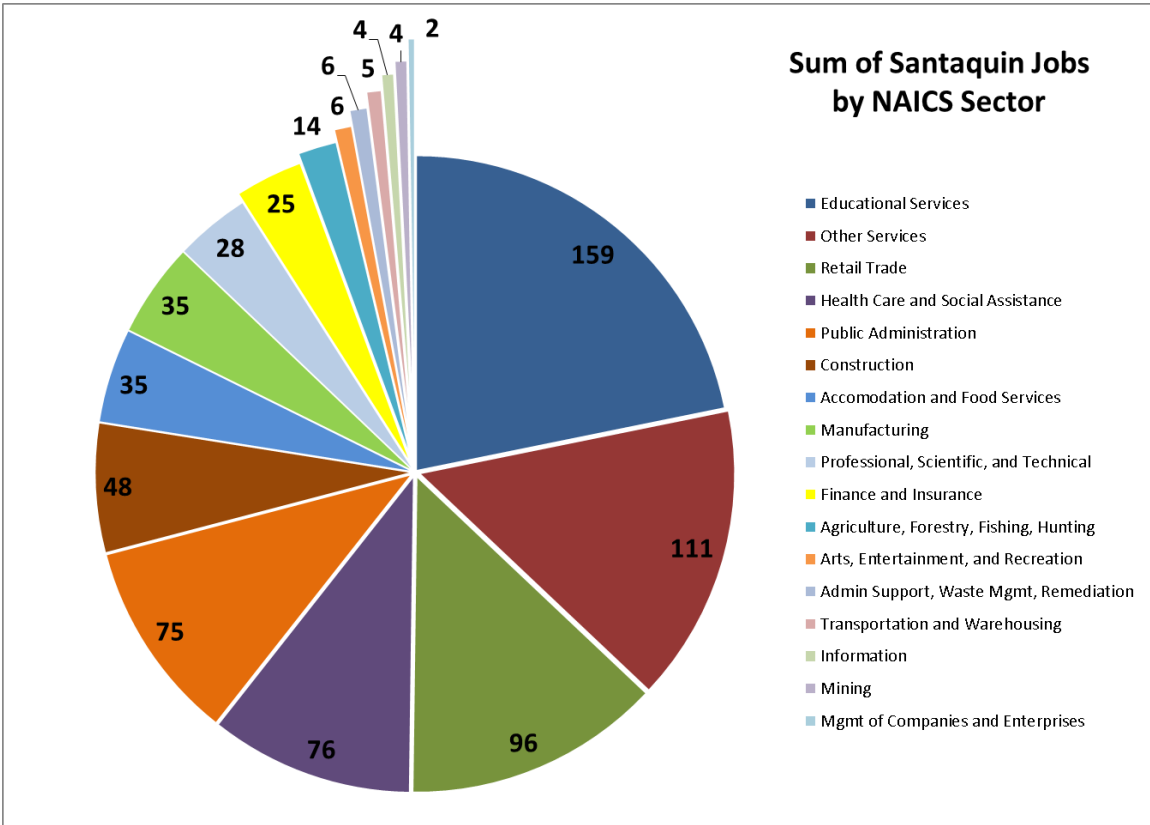
# CHAPTER 6: ECONOMIC ELEMENT

invested in downtown with the construction of the public safety building and using \$3.6 Million to widen and beautify the Highway corridor.

### SANTAQUIN'S ECONOMY TODAY

Today, Santaquin has over 184 licensed businesses. There are 44 commercial establishments, which range from agrarian based production to retail shopping, automotive sales and services to assisted living centers and child care. The remainder of businesses are home based, where local entrepreneurs conduct small business operations or utilize the internet to reach out to customers.

**Sector Representation and Primary Jobs.** One of the ways to evaluate the local economy is to understand how many jobs are available in the city and how many of those are used to create a good or service which is sold out of the local economy<sup>3</sup>. Those jobs which serve clientele outside of Santaquin are referred to as primary jobs and help bring revenue into the Santaquin economy. A recent survey of Santaquin employers revealed nearly 730 jobs in Santaquin. These jobs represent each of the 17 major job sectors identified by the North American Industry Classification System (NAICS)<sup>4</sup> (See Figure 2).



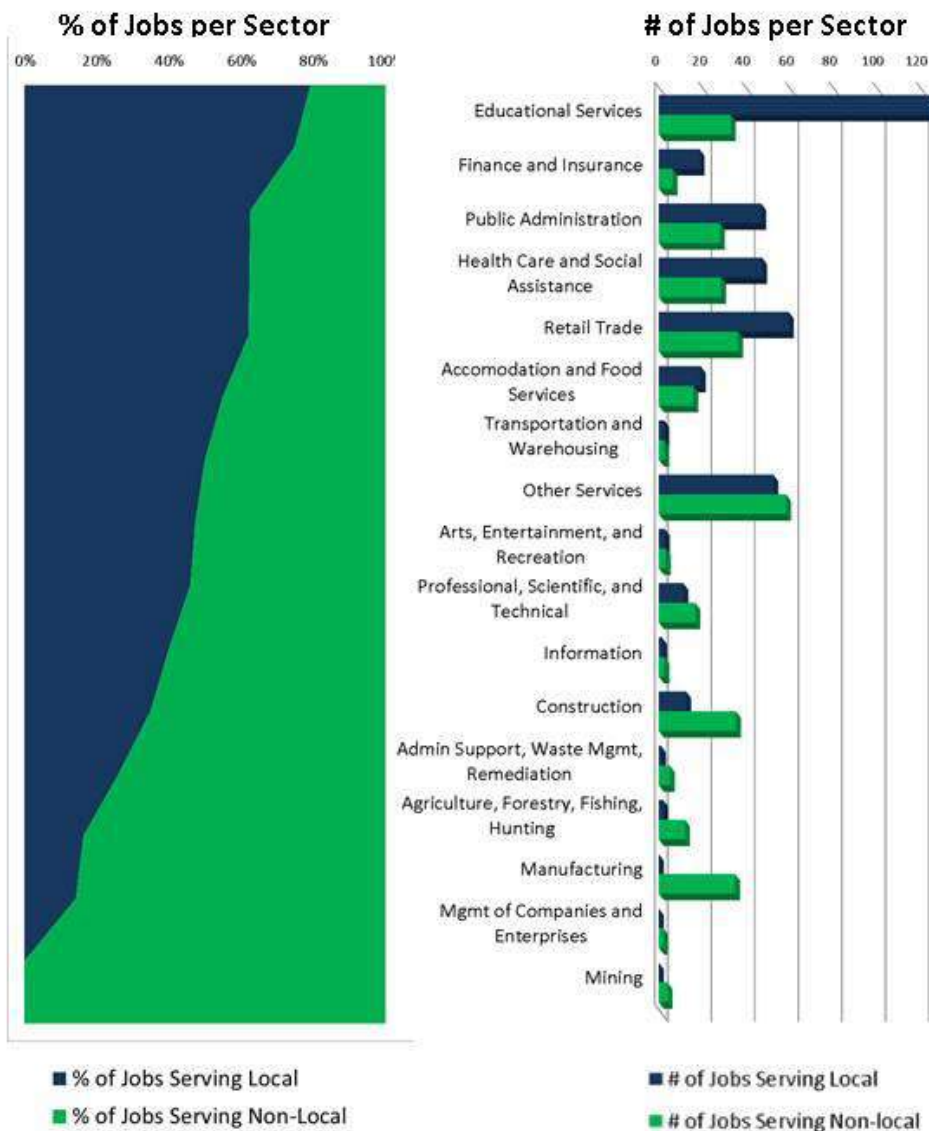
**Figure 2: Jobs in Santaquin by NAICS Sector**

In the same survey, employers were asked to estimate how much of their services or goods were provided to residents in Santaquin. Based on their responses, 52.5% of the jobs provide services to non-local customers or businesses (See Figure 3).

<sup>3</sup> Community Economic Analysis: A How To Manual, Hustedde, Ronald J, et al, 1993

<sup>4</sup> <http://www.naics.com>

## Santaquin Jobs Per NAICS Sector Serving Local and Non-Local Markets



**Figure 3: Santaquin Jobs by NAICS Sector and Local Serving Focus**

The above chart, on the left of Figure 3, shows the relative percentage of jobs, by sector, having a focus outside of Santaquin. According to the 2013 survey, the sectors with more primary jobs include administrative support and waste management or remediation, agriculture, manufacturing, mining, and management companies and enterprises. These jobs account for less than 15% of the employment opportunities in Santaquin.

Those businesses which tend to focus on serving the local populace are schools, government, financial institutions, and health care services. These four sectors account for over 66% of the jobs

## CHAPTER 6: ECONOMIC ELEMENT

in Santaquin. Although their focus is local, their purchasing of supplies and materials is usually in bulk through non-local sources due to limited purchasing opportunities in the area. These outside purchases are a leakage which can be slowed as additional stores and services come to town.

The bar graph in Figure 3 shows the sectors with the greatest number of jobs in Santaquin, and how many jobs from each sector serve the local residents. If education services were excluded from the calculation, the number of jobs serving local versus non-local persons is nearly half and half.

It should be noted that seasonal jobs related to the agriculture or home construction areas are not included in these figures, unless the contractor is licensed by Santaquin. The seasonal jobs from these two areas can add more than 100 jobs in the community. While Santaquin based employers will increase community economic assets, the seasonal workers often do not live in Santaquin and will take or spend earnings outside the community due to lack of shopping establishments.

Based on the identified jobs in the area, Santaquin's economy is very focused on service industries that support the local residents. These same services benefit other small communities in the Santaquin trade area.

### Santaquin Trade Area and Regional Relationships.

The Santaquin trade area can be determined using Reilly's Law<sup>5</sup> for determining likelihood of trade capture. This formula is typically used when considering large purchase habits, but also gives an indication of economic magnetism affecting surrounding areas. Cities used for the Santaquin analysis include Nephi, Saratoga Springs, and Payson, since they are the closest higher order economic centers along major travel routes entering Santaquin (See Table 1 Below).

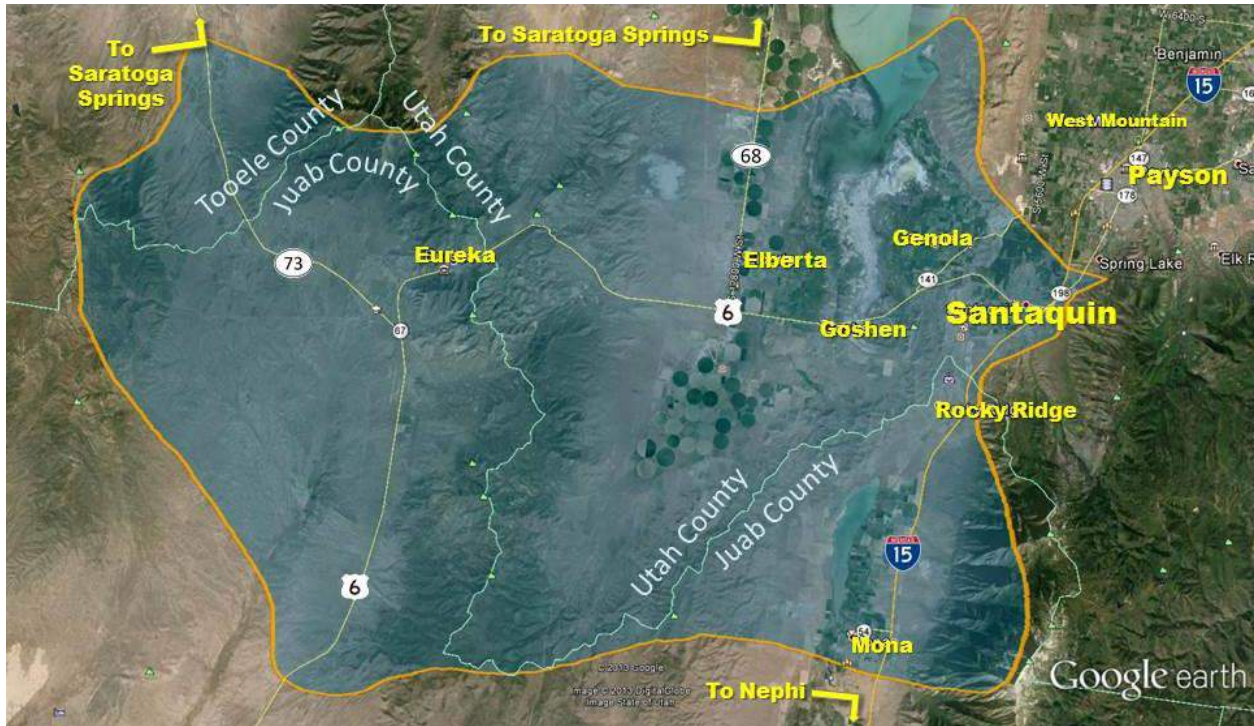
The results of the formula indicate people seeking significant shopping opportunities who are within 11.4 miles of Santaquin will trend toward Santaquin rather than Nephi when traveling I-15. If a property owner was using 5200 West to travel between Payson and Santaquin, they would trend toward Santaquin if they lived within 2.7 miles of Santaquin, etc. Using the information in Table 1, and GIS data available through the Utah AGRC, we are able to determine the trade area for Santaquin (See Figure 5).

**Table 1: Trade Area Calculations for Santaquin**

Comparable Community	Major Intersection near Trade Center	Route Considered	2012 Population Estimate	Distance from Santaquin		Trade Capture Distance from Santaquin	
				Miles	Minutes	Miles	Minutes
Nephi	Hwy 132 and 28	I-15	5438	20.0	22.0	11.4	12.6
Nephi	Hwy 132 and 28	Hwy 6	5438	61.0	80.0	34.9	45.7
Payson	Hwy 198 and 178	Hwy 198	18938	4.7	8.0	2.0	3.3
Payson	Hwy 198 and 178	5200 West	18938	6.4	17.0	2.7	7.1
Saratoga Springs	Hwy 68 and 73	Hwy 68	21137	43.1	48.0	17.4	19.4
Saratoga Springs	Hwy 68 and 73	Hwy 73	21137	85.2	200.0	34.4	80.7

<sup>5</sup> Community Economic Analysis: A How To Manual, Hustedde, Ronald J, et al, 1993

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**Figure 4: Map of Santaquin trade area**

The area shown in Figure 4 includes over 500 square miles. It includes parts of Utah County, Juab County, and Tooele County. Smaller towns that will trend through Santaquin to I-15 include Goshen, Genola, Elberta, Eureka, Mona, and Rocky Ridge town. Combined demographic information about the towns in the area is found in table 2 below. This same area has great development potential.

The Utah County general plan for this area includes a 3,000 acre business development park, multiple town centers, and a population over 250,000. Until infrastructure can be installed, Santaquin will be the primary area for housing and services to future businesses and employees locating to the area.

**Table 2: Santaquin Trade Area Demographic Information**

	2012 Census Estimate	Households	Median Age	Household size	Education above High School	Median Income
Eureka	667.00	253.00	35.7	2.64	91.5%	\$ 43,583.00
Elberta	256.00	68.00	25	3.76	85.1%	\$ 50,625.00
Genola	1,390.00	348.00	26.5	3.99	90.4%	\$ 64,000.00
Goshen	933.00	285.00	31.1	3.27	84.2%	\$ 55,893.00
Mona	1,558.00	425.00	28.4	3.67	92.6%	\$ 60,625.00
Rocky Ridge	744.00	116.00	25	6.41	85.1%	\$ 50,625.00
Santaquin	9,674.00	2,338.00	23.9	4.14	86.8%	\$ 63,075.00
Combined Totals	15,222.00	3,833.00	25.6	4.0		\$ 60,469.08

## CHAPTER 6: ECONOMIC ELEMENT

Several points which can be highlighted from data in Table 2 include:

- The area has a relatively young population with a median age of 25.6
- The average household size of 4.0 means there are generally children in the households.
- Over 85% of the adults in the area have a high school diploma or higher level of education. The national average for percent of high school graduates or higher is 85.4%
- Santaquin's median household income (\$63,075) and that for the trade area (\$60,469) is above the national median income of \$50,054. It is also higher than the Utah County median income of \$59,338 and the Juab County median income of \$54,000.

### ECONOMIC SWOT ANALYSIS

Because of the large trade area, Santaquin's economic climate can be improved by many opportunities in the region and threatened in the same way. Some of the Strengths, Weaknesses, Opportunities and Threats (SWOT) that Santaquin should consider as it sets goals for economic development are provided in the table at the end of this element. The SWOT analysis is framed within the ten major areas of site location factors for new businesses.<sup>6</sup>

Commercial development in Santaquin can build on many of the same strengths. However, available commercial space in Santaquin is currently scarce: prospective businesses must either build their own space or convince a developer to provide space that they can lease<sup>7</sup>. Infrastructure provision to new parts of the city, particularly the Summit Ridge area to the southwest, is incomplete. Capital facilities (treatment plants, storage tanks, etc.) are sufficiently large to accommodate current growth, but the connections to major growth areas need to be completed, which will require additional facilities. Business owners find it difficult to identify sources of assistance as they try to start, expand or even maintain their businesses. Many current Santaquin residents are traveling to other communities for retail shopping or to receive medical care. This is referred to as "leakage" of disposable income of residents that benefit surrounding communities to the detriment of Santaquin City. Also, many local citizens are commuting out of the city daily to work in commercial jobs. An aggressive Economic Development partnership between the city and private sector investors will advance the economic viability of Santaquin City as the population increases dramatically during the next decade.

### SPECIFIC AREA GOALS AND DESIRED OUTCOMES

Based on the information and aspects of the Santaquin economy identified in the SWOT, Santaquin can identify areas of focus for achieving greater economic success and development. The primary focus should be getting properties ready for development (aka "shovel ready") so that business attraction efforts can be more than a networking experience.

The land use plan designates five major locations or aspects which the economic element will expound upon.

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<sup>6</sup> Dimensions of Industrial Location Factors: Review and Exploration, Masood a. Badri, Journal of Business and Public Affairs, V1, Issue 2, 2007.

<sup>7</sup> Economic Trends in the Mountainland Region, BBC Research and Consulting, 2003

## CHAPTER 6: ECONOMIC ELEMENT

- Agricultural Commerce and City Identity
- Regional Economic Center and Transit Oriented Development
- Main Street Central Business District
- West Side Business Park
- Future Interchange Businesses

Each of these aspects plays a role in the community's ability to provide jobs, goods and services to City residents. Retail and service commercial uses, manufacturing, or agricultural business development opportunities present the City with economic advantages in the region. Each is important to Santaquin being "A Community Prospering in Country Living".

### Agricultural Commerce and City Identity

Agricultural pursuits have been and should be encouraged to remain part of the Santaquin community identity. Designation of these uses as viable and of paramount importance is critical in maintaining the culture and identity of Santaquin. Only by maintaining these agricultural uses around the City can Santaquin establish itself as unique along the Wasatch Front and a place to experience, not just drive through.



**Figure 5: South Ridge Farms Red Barn, the commercial front to the family's area farming operations.**

Businesses which sell or produce agricultural goods and wares should be encouraged. Festivals and seasonal markets should be held in close proximity to and even incorporate the orchards and farms around the City. The City can aid and support farmers in finding grants and other financial resources to promote their activities. The City can also establish a Farmers Heritage District to promote and ennoble the resident farmers and historic agricultural efforts of the State.

### Regional Economic Center and Transit Oriented Development

Regional economic destinations are envisioned around the south interchange area. Support for these uses will have to be from attracting I-15 travelers. The nearly 30,000 vehicles per day<sup>8</sup> traveling past Santaquin on I-15 is more vehicles than residents in the Santaquin trade area. The revenue potential from these travelers is significant and could allow the City to fund higher levels of service while keeping local tax burdens low. Santaquin has the potential to be the first destination stop in Utah County for travelers coming up to the Wasatch Front and the jump of point for people traveling south.

A Transit Oriented Development opportunity will exist adjacent to a future Commuter Rail Station with retail, office, housing and



**Figure 6: TOD at Station Park in Farmington, UT**

<sup>8</sup> UDOT 2005 Annual Average Daily Traffic book



## CHAPTER 6: ECONOMIC ELEMENT

constructed for professional services and management type businesses to support daytime pedestrian traffic to local shops.

### West Side Business Park

In order to provide greater opportunities for employment within Santaquin a Business Park and associated uses are shown along Highway 6 and west of the City's irrigation water winter storage ponds. Because of the close proximity of the area to the Union Pacific Railroad freight line and Highway 6 there are opportunities for access, shipping and transporting of goods out of the area.



**Figure 8: Concept layout for Santaquin Business Park**

the topography along Highway 6, but will be closer to residential developments to the west and south. Buffering standards for this area from the existing agricultural operations and future residential areas will also need to be addressed.

### Future Interchange Businesses

The Mountainland Association of Governments long range transportation plan shows that a future Interstate 15 interchange will be located at 12400 South. The Utah Department of Transportation (UDOT) estimates that this interchange will not be constructed until 2035, depending upon the traffic volumes and population of the surrounding area.

The properties adjacent to this section of I-15 are occupied by large acreage single family lots or properties used for agricultural purposes. The intent of the City's Land Use element is that these rural and agricultural areas north of the Strawberry High Line Canal be preserved from intense

Uses in these areas are anticipated to be low impact light manufacturing, research, professional office and ancillary commercial. They may also include a future satellite campus for a university or trade school. Heavy manufacturing and bulk waste generating facilities tend to rely on more populated and commercial centric areas nearer to Provo. As a bedroom community in the Provo metropolitan area Santaquin can afford to limit the amount of heavy industrial uses in its borders.

This area would include the gateway to Santaquin from Genola and Goshen. It will also include a major access road into the Summit Ridge development area. As such the City should implement high development standards with regards to building architecture, materials, and site landscaping along Highway 6 and other public roads. Those properties located west of the City's irrigation ponds are naturally screened due to

## CHAPTER 6: ECONOMIC ELEMENT

residential or commercial developments. However, once the future interchange is constructed these lands will be more easily accessed and become desirable commercial properties.

Anticipating the future interchange, the City's long range plan should be to capitalize on the commercial and business park opportunities near it. Other uses in this area could be agribusiness related or complimentary commercial.

### INCENTIVES

The best incentives any city can use to attract business investment are a well thought out General Plan, an inventory of well-packaged sites, a marketing approach to "tell a convincing story" of Santaquin, an enthusiastic response of Community and Economic development staff, and an engaged elected leadership to promote the city on fiscally sound policy.

The City will be the link in attracting new industry to Santaquin in the competing regional market. The most successful cities in Utah County are those who are ready to act on a moment's notice. They provide general community information, specifics on utility rates and capacities, and simple brochures describing a variety of pre-packaged sites.

A pre-packaged site is one that meets a "Five-way Test:" 1) Annexed, 2) Zoned for business use, 3) Utilities available or a utility plan is in place, 4) A "fully improved" asking price for the site is readily available, and 5) Transportation via major highways is available without interference by residential areas, school zones, or other incompatible uses.

Good planning and well written zoning ordinances are the best assurance a business owner can have to protect their long term investment.

Packaged sites and city cooperation are among the incentives sought by businesses. Other incentives such as loan pools and tax rebates need not be the deciding factor for a desired site. Relative land cost is important in economic development. Santaquin City sites need to be competitively priced with sites in comparable settings. The advantage will be determined in the market growth and overall vision of the quality of life for businesses and residents. Business investors realize land price as a one-time cost, usually averaging about 1% of the total project cost.

Disincentives can play a significant role in economic development. Sites which are not drained, or are on the Wetlands map, are not saleable. Sites which do not meet the "five-way test" are not competitive with alternatives such as Provo/Orem or Salt Lake. Ongoing costs such as utility franchise taxes, if higher than neighboring competitors, are also a strong disincentive.

Funding for business incentives such as expanded utility systems or city owned business park sites could become available through increased property tax rates, by forming partnerships with developers, or by obtaining grants.

### GOALS, POLICIES AND ACTION ITEMS

## CHAPTER 6: ECONOMIC ELEMENT

The following policies, goals and action items are based on the SWOT analysis and the five focus areas identified above.

**Goal 1. To promote and encourage commercial, industrial and other economic endeavors to strengthen and improve quality of life, business success and the City's tax base.**

Policy 1: Santaquin should enable economic development activities by proactively zoning properties, establishing regulations which facilitate new businesses, business growth, and maintaining an open dialogue about impediments to economic activities.

### **Action Items**

- Survey businesses in the community to determine regulatory impediments to business growth and discuss appropriate modifications.
- Establish or modify current business oriented zones and development regulations. This may include zones for professional services, neighborhood commercial, civic and cultural event zones, or site development standards.
- Identify properties suitable for non-residential or mixed-use developments and proactively rezone them.

Policy 2: Santaquin should be an active economic development partner by working with existing business owners, developers, and interested companies to accomplish public and private goals of profitability, stability, and community enhancement.

### **Action Items**

- Have a City representative at each local chamber of commerce meeting.
- Establish a City Economic Development Committee (EDC) with members selected from the City Council, Planning Commission, local businesses, major developers, and significant property owners.

Policy 3: Santaquin should maintain an open door policy and be willing to provide information, incentives or partnering opportunities to all interested parties. At the same time, the city may target regional and community retail businesses, office development, agribusinesses and business park uses including light industry. The ramifications to utility and system capacities as well as local markets should be considered with any potential new business developments.

### **Action Items**

- The City website should have a module specific for economics in the Santaquin area (e.g. Doing Business in Santaquin, etc.).
- Work with a consulting company to develop a marketing plan for the community. Plan should address business attraction, residential development promotions, tourism opportunities, "A Breath of Fresh Air."
- Santaquin needs to maintain existing systems and follow capital facility improvement plans to provide sufficient capacity for proposed uses.

## CHAPTER 6: ECONOMIC ELEMENT

- Capital Facility Plans, Impact Fee Facilities Plans, and Impact Fee Analysis’ should be updated regularly to assure compliance with state laws and to appropriately reduce the financial burden on new developments.

Policy 4: Incentive packages should be post-performance based and tailored to the needs of businesses. Incentives should be available to existing businesses to help them expand. Any incentive package should consider costs and benefits to City services, residents, and existing businesses.

### **Action Items**

- Develop an incentives policy and program guide that includes programs and funding opportunities available through Santaquin and other government agencies.
- Work with local businesses to disseminate information about available incentives.
- Establish an economic development fund which can act as seed money for grants, matches, property acquisitions, etc.
- Establish a revolving loan fund which businesses can utilize in conjunction with other funding sources for expansion, relocation, incubation, etc.
- Establish CDA, RDA, and EDA project areas, where appropriate, for leveraging Tax Increment Financing (TIF) of new development or business improvement areas.

Policy 5: Santaquin will promote the economy of the southern Utah County region. This includes working with adjacent jurisdictions, Utah and Juab County officials, area chambers of commerce, and the state to attract primary jobs.

### **Action Items**

- Regularly attend or hold meetings with economic development professionals working in the south Utah County area. This should include Juab County with its jurisdictions, the Nebo School District, utility company representatives, Utah Valley Tourism and Chamber of Commerce.
- Maintain membership and association with the Economic Development Corporation of Utah (EDCUtah), Mountainland Association of Governments (MAG), the Governor’s Rural Partnership Board (GRP) and Office of Economic Development (GOED).
- Share leads with other economic development agencies.

Policy 6: Santaquin will assist owners and developers of business properties to package their sites for market. Packaging will include the site being annexed, zoned appropriately, ensure utilities are available or plans are in place for their expansion to the site, a “fully improved” asking price is available, and transportation means and access are established or exist which can accommodate anticipated uses of the property.

### **Action Items**

## CHAPTER 6: ECONOMIC ELEMENT

- Identify properties which need to be annexed in order to participate in City economic development activities.
- In cooperation with property owners, develop concept plans for developable properties and work with utility companies to begin design of necessary extensions.
- Work with property owners of annexable ground, developers, and/or consultants to establish partnership opportunities, development agreements, purchase/lease arrangements, etc.
- Use property concept plans to establish community development areas or other TIF opportunities to stimulate development.
- Work with utility companies to plan for buildout conditions in order to increase efficiencies in extension work.
- Work with Engineering staff and UDOT to determine locations for highway widening and access points.
- Continue working with UDOT and MAG to identify and secure funding for improvement of regionally significant roads in order to facilitate ease of access and distribution of goods and customers to businesses.

Policy 7: Santaquin should facilitate increased residential development and densities where utilities are readily available in order to reduce long term maintenance and service delivery costs.

### **Goal 2. Facilitate development of first full-service grocery in town with supporting retail.**

#### **Action Items with anticipated time frame for completion**

- Obtain break in no-access line along Main Street from UDOT and FHWA (6 mos)
- Obtain construction permit for access of 500 East from Main Street to 100 North (6 mos)
- Establish partnerships for financing of infrastructure and improvements (6 mos)
- City owned properties should be transferred to the Santaquin Community Development Board (6 mos)
- Exchange properties for 500 East access (6 mos)
- Work with significant property owners near the Main Street interchange to develop/refine project area plan (1 year)
- Create a CDA and EDA for the project area (1 year)
- Develop a marketing plan and begin engaging network groups and target companies (2 year)
- Exchange properties for 200 North road alignment, extension of 500 East and widening of 400 East (3 years)
- Construct new 200 North road alignment to facilitate expansion of commercial development (4 years)

### **Goal 3. Develop a business park west of Santaquin within 5 years.**

#### **Action Items with anticipated time frame for completion**

## CHAPTER 6: ECONOMIC ELEMENT

- Reclaim sewer lagoon property for development (1 year)
- Develop or refine business park project area plan (1 year)
- City owned properties should be transferred to the Santaquin Community Development Board (1 year)
- Find a business park development company to partner with on the project development (2 years)
- Establish partnerships for financing of infrastructure and improvements (2 years)
- Work with development company to partner with or obtain all properties associated with business park area (2 years)
- Annex all properties associated with the business park (2 years)
- Create a CDA and EDA for the project area (2 years)
- Design and engineering of needed improvements (3 years)
- In partnership with the business park development company, develop a marketing plan to begin engaging industry network groups and target companies. (3 years)
- Continue working with UDOT and MAG to identify and secure funding for improvement of regionally significant roads in order to facilitate ease of access and distribution of goods and customers to businesses (4 years)
- Extend gas services from the 500 East regulator station to the business park area. This should include partnering with the gas company, Summit Ridge Development and Genola City (4 years)
- Extend or provide access to fiber optic communication lines in Highway 6 to the business park properties (4 years)
- Work with property owners along the Union Pacific Railroad corridor to identify a potential rail spur location and begin the process of getting it approved by UPRR (5 years)

### **Goal 4. Begin development of City owned 35 acres near South Santaquin Interchange within 10 years.**

#### **Action Items with anticipated time frame for completion**

- City owned properties should be transferred to the Santaquin Community Development Board (1 year)
- Work with Sunroc Corporation to facilitate the harvesting of materials and reclamation of the City property (2 years)
- Work with Summit Ridge developers, SITLA, Sunroc, and other significant property owners near the south Santaquin interchange to develop/refine project area plan (2 years)
- Establish partnerships for financing of infrastructure and improvements. Should include Summit Ridge Communities, utility companies, etc. (3 years)
- Create a CDA and EDA for the project area (3 years)
- Design and engineering of needed improvements (3 years)
- Extend gas services from the 500 East regulator station to the area (4 years)
- Develop a marketing plan and begin engaging network groups and target companies (3 years)

# CHAPTER 6: ECONOMIC ELEMENT

	Transportation	Labor	Raw Materials	Markets	Sites	Utilities	Tax Structure	Community	Government Attitude
Strengths	Santaquin is the southern most major crossroads for the urbanized Wasatch Front. Interstate 15, Hwy 6, and Hwy 198 provide quick and easy access to communities north, south, east and west. With a combined Average Annual Daily Traffic (AADT) volume over 50,000[1] the Main Street interchange is the most economically viable area in Santaquin. Highway 6 also provides the only route around the south end of Utah Lake, making it a critical corridor to handle business and commuter traffic to I-15. UTA provides bus service in Santaquin which connects to other major economic centers in Utah County.	Although Santaquin has a relatively small population, the labor force within a typical commute time (60 minutes) of Santaquin is over 840,000 workers.[1] The labor force is also highly skilled or has access to many training opportunities at Utah Valley University (UVU), Brigham Young University (BYU), Utah State University (USU) Extension offices, and the Mountainland Applied Technology Center (MATC). The labor force is growing as the young families age.	The Santaquin area is rich in sand and gravel deposits, which are necessary for roads, concrete work, utility construction, etc. Several surface mines are already operating and able to expand in Santaquin or Utah County as the area economy grows. The Goshen valley mining district, located less than 20 minutes west of Santaquin, recently opened mines for silica, which will bring over 400 jobs. Recent infrastructure improvements to the area include gas and electrical power, which are necessary for heavy processing machinery.	The housing market, despite its downside mentioned above, is one of the greatest economic indicators for the area. The amount of roof tops in Santaquin is now beginning to draw the attention of retail businesses, home based entrepreneurs, and service industry leaders. The growing number of homes also brings greater spending assets, value, and resources in the area.  As shown in the sector analysis above, Santaquin has a strong financial and medical market with three financial institutions, a chiropractor, medical clinic and a couple dental offices. Santaquin also has many people who work in construction markets.  The fruit produce industry, because of proximity to the orchards is also a strong market, but is seasonally and economically cyclical.	Raw ground with zoning conducive to development is plentiful in Santaquin. There are four major areas for business and commercial development, which are identified in the specific goals section below.	Power, telecommunications, water, sewer, and irrigation are available or within several hundred feet of most development areas in the City. Rocky Mountain Power, which serves Santaquin, is one of the cheapest suppliers of power in the United States.	Santaquin's tax structure is stable. Taxes and associated revenue are established under the Utah Truth in Taxation laws, which make them politically difficult to increase. The most recent increase in tax revenue approved by the City was for the funding of additional road improvements. Santaquin did not raise the revenue rate for the 25 years prior to this increase.  In addition to the tax structure, the City's utility rates are sufficient to cover debt service, operations and maintenance of city utility systems. These systems are fairly new with payments based on zero growth occurring in the city. As the city continues to grow, debt service will be paid down sooner and allow the city to maintain user rates which are lower than neighboring, more urban cities.  Furthermore, the city has a Community Redevelopment Agency, which can consider tax incentives through Tax Increment Financing (TIF) opportunities to help bolster the economy as desired.	The agrarian work ethic is still prevalent in Santaquin. Many people have or do work in the surrounding orchards or are involved in raising livestock or supporting crops. There is also a strong entrepreneurial spirit with nearly one in ten homes having a licensed home occupation.  The community has many young families with children. Multiple school sites are being acquired to accommodate the growth. These new schools will be in addition to those secondary education institutions, as well as historic and cultural facilities within 30 minutes of Santaquin.  The area recreation opportunities are plentiful. Attractions like Utah Lake and Mona Reservoir, the Little Sahara Recreation Area, Uintah-Wasatch-Cache National Forest and the Nebo Wilderness Area are open to the outdoor enthusiast. Those interested in history can find evidences of ghost towns, mining, Native American glyphs, and even pre-colonial Spanish relics in the area.  Land and housing prices are relatively low, which allows for a variety of affordable types and models. This makes for a more diverse and ethnically rich community.	The general attitude of the elected and appointed officials is positive toward economic growth. This is true for the local, county, and state levels, with each jurisdiction seeking the ways and means to promote sustainable growth and job creation.
Weaknesses	Although the Union Pacific Railroad runs through town, there is no spur to access this freight moving opportunity. Highway 6 has a pinch point at the Main Street I-15 interchange, which needs to be addressed to facilitate more flow and easier access onto the Interstate system.	The labor force within Santaquin is limited (3,969[1]).	There are limited water resources in the area for mining operations.	There are limited opportunities for foods, professional services, clothing, furniture, and appliances in Santaquin. Aside from Orchard Days, there are very few events to attract tourists into the area.	Much of the raw ground is not shovel ready. This means there is one or more utilities or access points which need to be installed before development can occur. The construction of these facilities will cost multiple millions of dollars. No rail spur is currently available for industrial uses.	There is not sufficient natural gas capacity for development of commercial areas near the south interchange or the west side business park on the former treatment lagoon properties. There are limited access points off Highway 6 at this time.	Santaquin does not currently have redevelopment areas and will be establishing new tax policy. Santaquin will need to utilize consulting services to set up appropriate and sufficient systems reduce tax and fee burdens on new economic developments.	Santaquin's population is less than 10,000 people. This places it on the cusp of supporting primary jobs and commercial establishments. At the same time, most of the population is young and has limited disposable income.	The current tax structure places an emphasis on "zoning for dollars." This means communities compete against each other for sales and property tax generators rather than cooperatively pursue the success of the region. This attitude can detract from the desirability of the area. Recent cooperative agreements with the Economic Development Corporation of Utah (EDCU) and associations with the Utah Valley Chamber of Commerce can reduce this competitiveness.
Opportunities	Land is available along the UPRR corridor to develop an industry spur. The commuter rail line and an additional Goshen Valley freeway connection in Santaquin are in the UDOT Long Range Transportation Plan, which will increase opportunities for business, retail, commuter, and tourism.	The southern Utah County area will undoubtedly grow. Because of the affordable housing and ease of access to I-15, Santaquin will attract many young families and active seniors into the area if the City maintains a high quality of life along with a technology and recreation emphasis. Santaquin call also work with the area universities to provide education opportunities and facilities for the south Utah County area, which will increase knowledge and skill levels.	Additional mining opportunities have been identified for industrial minerals, which can bring over 1,000 more jobs to the Goshen Valley.	As the city and region grows, there are many opportunities to increase sales and service markets. Development of agriculture oriented research, education, and tourism can also help sustain the farms and ambience of the region. More seasonal festivals that promote the Native American heritage, mining history, and agriculture can increase the tourism market and quality of life in the area.	As utilities and access points are constructed, the Santaquin sites are situated at the crossroads of the southern Wasatch Front. The access to Highway 6 and I-15 allows businesses to have quick access to metropolitan services and also be closer to regional service areas in southern Utah and Nevada without having to drive through Wasatch Front traffic.	The utility companies are willing to partner with Santaquin City and developers to install build-out lines for new development. Some funding programs are available to accomplish this. Santaquin will need to create EDA, CDA or RDA areas to help finance some of the capital improvements.	Santaquin can leverage the authority of the Community ReDevelopment Agency more to finance TIF projects and help get sites shovel ready. This can be done in such a way that the city would have little initial capital outlay but still provide incentives to developers for putting in critical infrastructure.	The many positive aspects of Santaquin can be used to entice companies to consider Santaquin for their relocation or expansion. Such marketing can also attract more young professionals or active seniors to the area, which can bring education and more expendable income to the area. However, unless there are shovel ready sites any marketing campaign will be difficult to result in primary job wins for the community.	Santaquin can also establish an economic development committee made up of elected and appointed officials, business owners, developers, citizens and area representatives. This committee can then help promote and pursue businesses which complement and improve the standard of living in the area. They can also work with area businesses to modify regulations which hobble the local economy.
Threats	The economic strength of the northern Utah County area causes greater traffic volumes and congestion in that area, which pulls transportation funding away from Santaquin. Santaquin will need to remain engaged with Mountainland Association of Governments (MAG), funding committees, UTA and UDOT personnel to stay abreast of funding opportunities.	Until Santaquin is able to attract primary jobs, most of the workforce will commute outside of the local trade area. Opportunities to retain the younger part of the area workforce (56%) are losing out to more attractive venues in the County economic and entertainment centers. Commuting distances and increasing fuel costs may cause laborers to relocate to areas closer to employers in northern Utah County and the Salt Lake valley.	Current government regulations stymie investment and exploration of raw materials. It is currently more profitable to mine and process materials in foreign countries, rather than within the United States. Furthermore, as development in the south county area continues, mining operations will be pressured to improve extraction methods and reduce impacts on new, less tolerant neighbors.	Santaquin is at risk of being leapt over by commercial development. Spanish Fork and Payson will continue to build and be economic centers for the South County area. They will attract most residents to their markets. Although smaller than Santaquin, Nephi will continue to grow and draw people to it. Santaquin will need to find niche markets that are not provided in either of those communities.	Similar to market risks identified above the development of job and commercial centers in other communities may result in Santaquin being overlooked. Additionally, if job centers are not developed early, residential encroachment upon business areas may preclude development of primary job centers.	Utilities are heavily regulated by the federal and state government. Changes in regulations may affect partnering capabilities and will certainly affect user rates.	Laws pertaining to impact fees, utilities rates, and redevelopment areas are changed on an annual basis. Santaquin should stay abreast of these changes and any proposals which may impede opportunities to work with new business development.	If Santaquin does not protect the agrarian operations of the area and limit future intrusion into those notable landscapes, the community could lose its quaintness and unique appeal.	Because economic development takes time, it is easy for officials and the citizenry to get frustrated and want to revamp or completely change focus. These changes sometimes result in unstable political climates. Sharing "little wins" with elected officials can help keep enthusiasm high for economic development efforts. At the same time, strictest confidentiality must be maintained in order to protect the interests of new businesses and pending deals in which the City may be involved.
	Transportation	Labor	Raw Materials	Markets	Sites	Utilities	Tax Structure	Community	Government Attitude

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

The facilities and services provided by a municipality represent the public's investment in the development of infrastructure that is necessary to support the physical operation, cultural connectivity, and recreational opportunities of a city. A city's investment in public facilities and resources should respond to the identified needs of both the existing population and forecasted populations. The location, size, timing, and financing of major streets, water, sewer, and drainage systems, parks and playgrounds, police and fire stations, and libraries must be planned well in advance of their construction as a means of minimizing their cost, optimizing their usefulness, and maximizing their public benefits and private sector support. Future development plans will often determine the final timing and location of public services and facilities.

Each year, the Mayor compiles a Capital Budget to be approved by the City Council for incorporation in the City's spending program for the coming fiscal year. This budget is based on the foreseeable needs of the community and City approved Capital Facilities Plans (CFP). Each updated CFP incorporates the improvements that have been determined as necessary to maintain existing infrastructure and keep up with development as funds permit.

The interlinked features of the General Plan, Capital Facilities Plans, and Capital Budget provide a broad perspective of the existing and planned services of a community. This enables decision makers in the public and private sector to anticipate and prepare for future development.

### **PUBLIC FACILITIES AND INFRASTRUCTURE**

The public facilities of a municipality include sewer and water systems, waste disposal, drainage, public utilities, rights-of-way, easements, and facilities for them, police and fire protection, and other public services, including parks and recreation facilities. Many of these facilities or systems are addressed with the City's CFP prepared by qualified professionals for specific needs of the City. These plans are an important part of the City's operations, and, periodically, must be reviewed and updated within the context of all General Plan or other CFP elements which may change against the broader context of economic, social, and political standards of the City.

Facilities Plans should be prepared and updated regularly and as needed to facilitate new development and increased populations. Such facilities plans should include:

- Public water supply and distribution system plan
- Sanitary sewer system plan
- Storm drain system plan (including flood mitigation needed due to proximity of unincorporated and public lands east of Santaquin)
- Public safety plan
- Administrative services plan (including public offices, libraries, and buildings)
- Secondary water system master plan
- Road and right-of-way acquisition and improvement plan
- Waste Management Plan

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

### GOALS AND POLICIES FOR PUBLIC FACILITIES AND INFRASTRUCTURE:

- Goal 1 Have a system of community facilities which provides for the general public safety, health, and welfare through efficient and effective delivery of high quality public services.
- Policy 1 Have up to date Capital Facility Plans which anticipate the needs of the City's infrastructure and facilities.
  - Policy 2 Take advantage of new or expanded public facilities or services which can enhance the overall quality of life in Santaquin.
  - Policy 3 Acquire and otherwise preserve sites for future community facilities within growth areas prior to new development.
  - Policy 4 Cooperate with nearby communities, other governmental agencies, and public and private agencies to improve and expand the range and quality of public services and facilities available to Santaquin residents.
  - Policy 5 Maintain an inventory of City owned properties and create an asset management plan to address the long term use or dispensation of those lands to meet the City's long term goals for City services and economic development.
  - Policy 6 Continue efforts to close the City landfill and work on the state mandated 30 year management plan.
- Goal 2 Public buildings and facilities must be exemplary of high quality facilities and services to be provided to the public.
- Policy 1 Provide and maintain adequate sites and facilities for all City departments.
  - Policy 2 Ensure that all public sites and buildings are attractive and well-maintained, and that preventative maintenance is undertaken as required.
  - Policy 3 Future public buildings and facilities should be located in the City where they can be a resource and provide optimal service to the surrounding residents and property owners.
  - Policy 4 The City Hall should be the primary focus for community activities and city administrative services.
  - Policy 5 City facilities, especially those that citizens need to visit on a regular basis, should be grouped wherever possible.

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Goal 3 Provide the greatest level of service to the community with a limited amount of burden on the existing population of the City.

Policy 1 New developments should provide for all of the required utilities and services to provide for its needs.

Policy 2 Seek new sources of revenue, such as grants, donations, or low interest loans or bonding, to be utilized in the betterment of the community.

### CULTURE AND TOURISM

The quality of life in a community is often determined by the amount of education its citizens obtain, the educational resources available, the visual and performing art spectrums embraced, and the type and quality of venues or events at which community activities occur. Social activities have always been as much a part of Santaquin as the agrarian lifestyle around it. Much of this has stemmed from the pioneers' beliefs and teachings of Brigham Young such as, "Recreation and diversion are as necessary to our well-being as the more serious pursuits of life . . . tens of thousands have sunk into untimely graves for want of such exercises to the body and the mind. They require mutual nourishment to make them sound and healthy<sup>1</sup>." Events which infuse education and culture with the agrarian lifestyle of Santaquin are central to the quality and economic life of the City.



The Santaquin Chieftain Museum

The residents of Santaquin still recognize today the need to enhance personal development through cultural activities and programs. An Arts Council has been organized in the past which conducted plays from time to time in the City Hall auditorium. Square dancing and other community events were also conducted in the auditorium. A community choir, which has been active for over twenty years, still practices and performs an annual winter concert attended by many. Santaquin also has two camps of Daughters of the Utah Pioneers (DUP), which are active in maintaining historically significant buildings and documents from Santaquin's past. Many artifacts and exhibits from Santaquin's history are displayed in the Santaquin Chieftain Museum, which is managed by DUP camp members.



2006 Santaquin Orchard Days Parade

With the growth of Santaquin also comes a need to reinforce a sense of community by providing community festivals and activities. Santaquin Orchard Days, Santaquin's annual festival, has served to bring the City's residents together for over a decade. It includes a rodeo, parade, a car

<sup>1</sup> Young, Brigham. Discourses of Brigham Young. Selected by John A. Widtsoe, pgs 238, 242.

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

show, live entertainment and a craft fair. Events such as this foster increased community awareness and pride. They promote unity, service, and friendship.

New developments will push the populated extents of the City outward and Santaquin will have to strive harder to unify residents and help them feel a “sense of community”. Additional social functions can help to do this as well as make the City a more attractive destination for visitors and increase tourism dollars. Other social events could include farm and farmers markets, barn dances, horse and buggy parades, equestrian shows, athletic events such as canyon bike or foot races. Seasonal events can also be started which focus on the varied aspects of the agriculture industry, i.e. blossoming of the orchards, harvest seasons etc. Other community events centered on the busiest tourism weekends for the Little Sahara Recreation Area could increase the State’s awareness of Santaquin as a destination area and opportunity for a cultural and recreation oriented experience.

### GOALS AND POLICIES FOR CULTURE AND TOURISM :

Goal 1 Provide opportunities which bring the community together and foster tourism and economic development.

Policy 1 Continue to support and conduct an annual “Orchard Days” Festival with associated rodeo.

Policy 2 Community events should focus on the varied aspects of the agriculture industry, i.e. blossoming of the orchards, harvest seasons, etc.

Policy 3 Farmers markets sponsored by the City should work with local agribusinesses and focus on local commodities and businesses.

Policy 4 Community events should be planned around events and dates important to the community and on major tourism weekends for the Little Sahara Sand Dunes Recreation Area and the opening of Santaquin Canyon.

Policy 5 Entertainment venues should be developed to support major community events and social gatherings.

Goal 2 Provide cultural enrichment opportunities centered on the visual and performing arts which complement the agricultural and rural lifestyle of Santaquin City.

Policy 1 Continue to support local performing arts groups and events.

Policy 2 The City should investigate opportunities and means to attract or conduct art fairs and shows.

Goal 3 Instill greater community pride and character through promotion of city history.

Policy 1 The local Daughters of the Utah Pioneer (DUP) camps should be encouraged and supported to protect histories and artifacts which tell the story of Santaquin and the surrounding area.

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

- Policy 2 The Museum board should be empowered to promote exhibits and historical places throughout town.
- Policy 3 Work with the museum board to provide facilities and opportunities to preserve and promote Santaquin history. These efforts should include cataloguing areas and structures of historical significance within the City.

### EDUCATION

Educational facilities in Santaquin currently include Santaquin and Orchard Hills Elementary Schools. Additional ground has been purchased by the Nebo School District for another elementary school at approximately 400 East 600 North and the District is also seeking property for another elementary school within the Summit Ridge Development. Additional elementary schools will be required on the east bench and in Summit Ridge. Youth attending public schools in grades 6 through 12 usually attend the Payson Junior High and High School. The Nebo School District has planned to construct a Junior High and High School in Santaquin in the upcoming years due to the expected growth of the area.



Santaquin Elementary

Full curriculum higher education campuses closest to Santaquin include Brigham Young University (BYU) in Provo and Utah Valley University in Orem. A satellite campus in Santaquin for one of these or another institution with focus on agricultural education would provide hands on experience for students with courses suited to agribusiness or other related disciplines.



Orchard Hills Elementary

The library is housed in a historic church building that was retrofitted into the Library in 2002. The library has grown considerably and will need to expand to meet the demand. In 2010, a Library Board was established to help further the goals of the library.

### EDUCATION GOALS AND POLICIES:

Goal 1 Provide a variety of adult and youth education opportunities.

- Policy 1 Work with the Nebo and Juab School Districts to locate public schools in areas most suitable to such facilities. Future public schools should include a Junior High and High School.
- Policy 2 Work with the State School Board to facilitate the placement of charter and private schools which may better fulfill the needs of students in the Santaquin area.

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- Policy 3 Encourage preschools and child care centers that implement early education techniques.
- Policy 4 Work closely with State Colleges and Universities to locate a university extension service or satellite campus in Santaquin.
- Policy 5 Encourage the provision of access to quality library services within the community, including expansion of the City's library.

### PARKS, RECREATION, AND TRAILS

Parks and open space contribute to the sustainability of a community in a variety of ways. Urban parks represent an important element of creating green places, serving as areas of both reflection and more active recreation. For the residents, parks add tremendous value to the city life. In addition to their greenery, they can provide excellent recreational facilities, such as ball fields and play grounds. They can also offer cultural activities such as outdoor concerts and plays. Additionally, trees and green space provide environmental benefits by reducing urban heat and by improving air quality.

Parks, recreation and open space facilities come in all types, sizes and shapes. These facilities are intended to meet the varied recreational needs of different groups of people in the community. It is the intent of this element to detail the current park, recreation and open space inventory in and around the community and provide recommendations regarding additional facilities in the future.

#### EXISTING PARK FACILITIES

There are many recreation opportunities around Santaquin including state, regional and community provided. State and Regional attractions which are in close proximity to Santaquin or accessed through Santaquin include Utah Lake, Mona Reservoir, Little Sahara Recreation Area, historic Tintic mining area, the Nebo Scenic Byway and Uinta National Forest. The community provided parks are listed in Table 1 and are discussed in more detail below. All of these recreation opportunities and facilities add to the quality of life and character of Santaquin. The promotion and enhancement of these facilities will establish Santaquin as one of the premier recreation cross-roads of Utah.

#### LEVELS OF SERVICE AND CURRENT FACILITIES

The City adopted Level of Service (LOS) for developed park space is 7.5 acres of developed park per 1,000 residents. Current projections, based on recent developments and agreements by the City, show the City will need approximately 132 acres by 2020 (Est pop. 17,954)<sup>2</sup> and 241 acres by 2030 (Est pop. 32,075)<sup>2</sup>.

The National Recreation and Parks Association (NRPA) has historically recommended at least 5 to 8 acres of developed park per 1,000 residents. Today the NRPA recommends that park space and recreation facilities LOS's be based upon a formula of estimated use (persons per day), availability of

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<sup>2</sup> Mountainland Association of Governments (MAG) Municipal Population Projections – Jan2012

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the park space (#of days per year that the park is open and available for use), and the total population served.

The NRPA also provides standards for the type of park facilities needed at certain population levels. Using these standards, deficiencies in Santaquin's current parks facilities can be identified, as demonstrated in the chart below.

Type of Recreational Facility	National Standard	Current Existing	Current Need Pop. 9,500	Need @ 30,000 pop.	Need @ 40,000 pop.
Baseball Field, little league	1 / 6000	4	1.6	5	7
Baseball Field, standard	1 / 10,000	0	.95	3	4
Softball Field	1 / 3,000	2	3	10	13
Soccer Field	1 / 4,000	1	2.38	3	4
Football Field	1 / 20,000	0	0.375	1	2
Track - ¼ mile	1 / 20,000	0	0.375	1	2
Basketball Court, outdoor	1 / 5,000	3	1.9	6	8
Tennis Court	1 / 2,000	2	4.75	15	20
Volleyball/Badminton	1 / 5,000	1	1.5	6	8
Recreation Center	1 / 25,000	0	0.30	1.2	1.6
Swimming Pool	1 / 20,000	0	0.375	1.5	2
Trails - Miles	½ / 1,000	1.79	3.25	15	20
Playground	1 / 2,000	4	3.75	15	20
Picnic Pavilion	1 / 2,000	4 (5)	3.75	15	20
Total Acres per City LOS	5/1,000	36.53	47.5	150	200

Though the City is meeting the needs of the current population based on NRPA standards, the City's population will quickly outpace the City's ability to fund and construct recreation facilities. The City's short and long term capital facilities plans should begin to include accounts for those facilities which will be the most expensive and most desired in the near future. Future development plans and current development agreements will likely determine the final timing and location for desired facilities like a softball complex, swimming pool and recreation center.

Santaquin City also works closely with the Nebo School District to share sports and recreation facilities. Such is the case with the City Ball Complex located adjacent to Santaquin Elementary and the Orchard View Park which is utilized during recesses by students attending Orchard View Elementary. Although the City may not make such arrangements in the future, these schools and future schools will still be some of the community's greatest resources for recreation enjoyment.

### PROPOSED FACILITIES

In order to meet the City's LOS's for finished park space and park facilities, it is estimated that the City will need 150 acres within 10 years of this plan. As development occurs, the City should coordinate the location and completion of park areas which can better serve the needs of the surrounding residential population, create opportunities for tourism, and protect sensitive or critical lands. Generally, all residents should be located within 2,000 feet of a park. The following Recreation and Open Space map illustrates the current and possible park locations in the future.

# CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

## Current Santaquin City Parks Facilities

- A. Squashhead Park
- B. City Ball Complex
- C. City Riding/Rodeo Arena
- D. Eastside Park
- E. Orchard Hills Park
- F. Orchard Lane Park
- G. City Center Park
- H. Orchard Cove Park
- I. Centennial Park
- J. Sunset Trails Park



## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

Parks can fall under several classes. The following are four classes which Santaquin can utilize in addressing the needs of the City. Location studies should be conducted in the future to ascertain the optimal locations for these various park types.

### **Neighborhood Parks**

These should be a minimum of 2.5 acres in size and may include playground equipment, small sports/tennis courts, picnic tables, volleyball courts, and walking areas. The Orchard Lane, Orchard Cove, and Squash Head Parks are examples of these.

### **Multi-Use Parks**

Multi-use parks are generally less than four (4) acres in size and may be created by City storm drainage detention basins. These facilities will also have path linkages to one another in the City's overall path plan. They may contain recreation facilities such as picnic areas, ball fields or other amenities as funding opportunities allow for additional amenities. The Eastside Park and Sunset Trails Park are examples of this kind of park and many of the parks proposed in the Summit Ridge Development will function in this manner. Another opportunity for such a park would entail working with the Summit Creek Irrigation Company to convert their large irrigation pond, used to capture spring runoff, into a permanent water feature with picnic areas and trails around it. This last proposal would require considerable dedication of funds and resources from the City and would need to be evaluated thoroughly by multiple public agencies before it could be developed.

### **Community Parks**

Community Parks are generally ten (10) acres in size and include, but are not limited to, ball fields, pavilions, formal and semi-formal landscaping, sport courts, lighting for playing fields and along pedestrian paths and other community-wide recreation amenities. These parks are developed with the Town's overall community recreation needs based upon citizen input, national parks & recreation standards, funding opportunities and periodic adjustments to the General Plan. These parks often become the central gathering places for a community where festivals, markets, outdoor entertainment and sport tournaments are conducted. Centennial Park and the City Ball Complex and Rodeo Arenas currently serve as the gathering places for many of the City's events and festivals. To maintain a central gathering place within the City, these parks should be enhanced and retrofitted to serve not only recreation needs but the social and cultural needs of the City. Similar enhancements could be done around City Hall to draw citizens into the City's commercial and business center.

### **Natural Open Space Parks**

These "parks" are intended for the enjoyment and awareness of the native plants and animals of the area, though some non-typical plantings and sod areas may be incorporated. They serve as recreation and learning opportunities with typical uses that include picnic areas, hard or natural surface hiking and biking trails and trail heads, interpretive signage, and general low impact recreation. The location of these parks can be used to limit the development impacts on wildlife corridors or critical habitat. These parks may also be located in strategic areas to preserve view corridors, mitigate geologic hazards around developments or limit impact on wetlands. Portions of

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

other improved parks may incorporate natural open space elements as well. These parks can often be developed with the partnership of other government entities and funds. Local examples of these include the Forest Service maintained Trumboldt Day camp area or Tinney Flat campground in Santaquin Canyon. These are favorite parks for many of the City's residents during the summer months but are off-limits to the general public during the winter due to road closures. Similar parks could be constructed at the mouth of Santaquin and Pole Canyons or within the Summit Ridge Development, which could be used year round.

### Trails and Shared Use Paths

Trails and shared use paths are an essential recreation and open space amenity since they have the potential to provide connectivity between parks, access to regional path facilities and potential access to hillside and mountain recreation opportunities. The Recreation and Open Space Map shows the general proposed locations of the Santaquin Trail systems.

This map illustrates three basic trail types. They include natural surface, multi-use equestrian, and multi-use non equestrian trails. The intended uses of these different trail types is outlined in the following descriptions

Natural Surface: These trail system include the Bonneville Shoreline Trail, a planned regional facility that links most of the Wasatch Front along the east bench area of the mountain ranges running from Nephi to Ogden. Its design is to accommodate equestrian and non-motorized users. Each community between Nephi and Ogden is encouraged to construct that portion of the trail which runs along or within its jurisdiction. There is approximately 5.5 miles of this trail which winds in and around the General Plan area. The City will need to cooperate with the Uinta National Forest to complete portions of the trail near Santaquin.

Other natural surface trails are shown to extend onto the Uinta National Forest and also into the open spaces around Summit Ridge. Trails within the National Forest will need to be coordinated through the Uinta National Forest. These trails are intended for low-impact recreationists including equestrian riders, backpackers or hikers. They are generally constructed from native materials. Those natural surface trails which access public lands or traverse steep slopes may be challenging for novice hikers.

Multi-Use, Equestrian: This trail design would include a hard surface path for non-motorized recreationists as well as a parallel trail of natural or soft surface construction for equestrian riders. One of these trail segments follows the current Tintic Railroad corridor. This corridor has been abandoned by the Union Pacific Railroad (UPRR) and the County has asphalted over it at many crossing places. It is the City's desire to work with UPRR and the Rails to Trails organization to convert this rail bed into a regional trail that would extend out to the



Multi-Use Equestrian Trail near Herriman

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

historic Tintic mining area as well as opportunity to interact with federally controlled wetlands at the southern end of Utah Lake.

These trails have also been planned along the fringe of Santaquin's urban areas as a means to connect equestrian riders as well as non-motorized recreationists with the open space lands on both sides of the City. These trails have also been planned along the corridors already utilized by equestrian riders in and out of Santaquin City.

Multi-Use, Non-Equestrian: These trail systems would typically consist of an asphalt or concrete path wide enough to accommodate bicyclists, joggers and other non-motorized recreationists. These trails run through the more urban neighborhoods of Santaquin and serve to enhance the connect residents to City parks, conduct recreationists toward larger recreation opportunities outside of the City, provide safe walking routes along, as well as enhance major roads within the City's urban core. The City's objective is to improve these City Core paths as soon as funding allows.



Multi-Use, Non- Equestrian Trail along Provo Riverwalk

### FUNDING OPPORTUNITIES

In order to finance the Parks and Recreation system in Santaquin, the City may use the following funding methods:

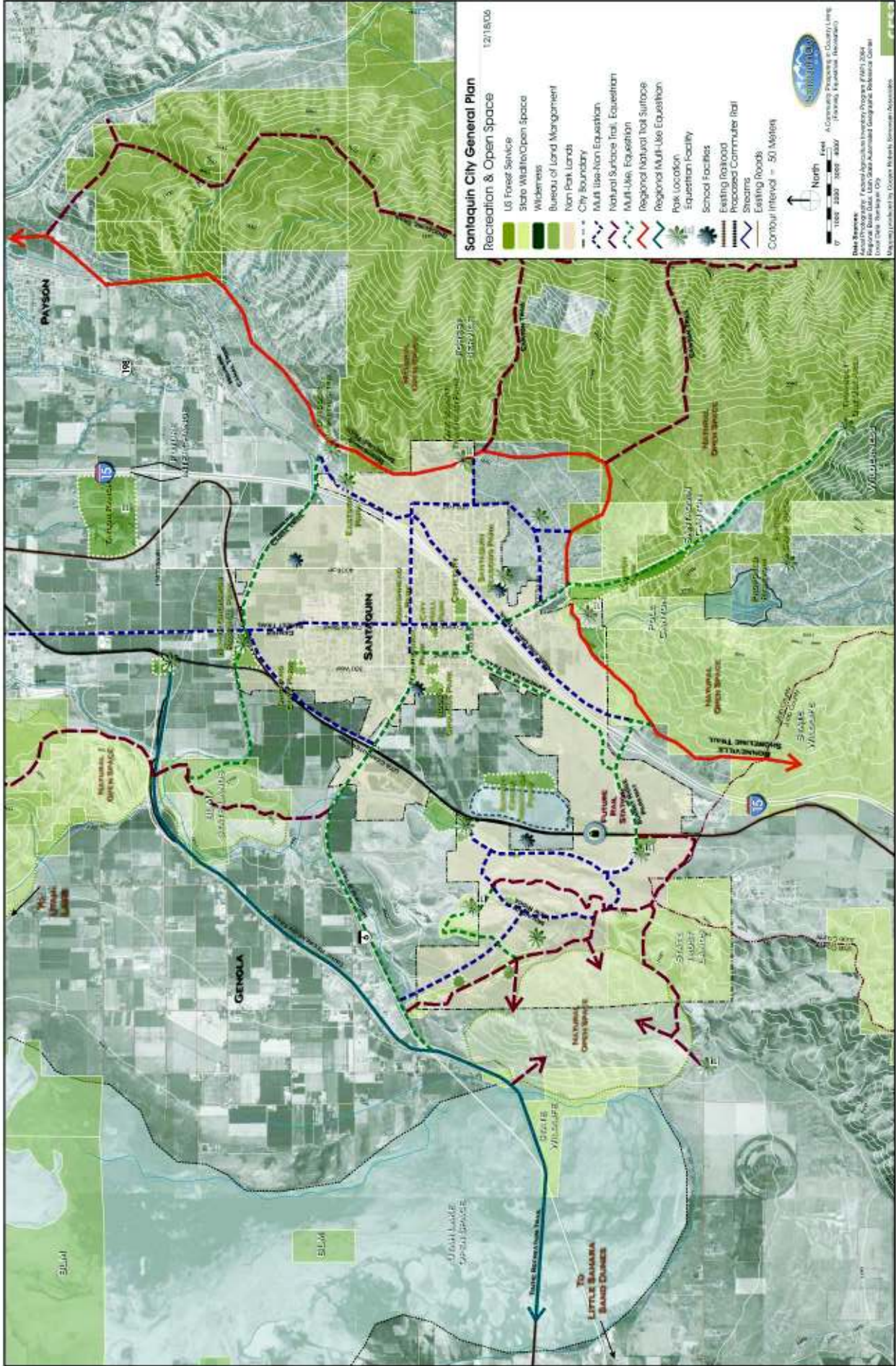
- A. The Capital Facility Project Budget. The funds for this budget are generally collected by impact fees. The City will collect a park, recreation and open space impact fee and will spend those funds for system improvements called out in the City's adopted Capital Facility Plan.
- B. General Obligation Bonds. While general obligation bonds are not a popular funding tool since they represent additional tax burden on the City's residents, this option is available for specific park facilities or improvements.
- C. Special Service Districts. Many communities in the United States have created special parks and recreation service districts to fund both system construction and ongoing maintenance and repairs of parks and facilities. Such districts may be created in Santaquin City and may be an effective way to construct specific facilities such as recreation centers or swimming pools.
- D. Federal Grants. Community Development Block grants may be available to the City, although these funds are limited and will likely only cover a small portion of needed revenues for system improvements.
- E. State of Utah Grants. The State currently has several programs to assist communities, particularly with path construction and purchasing of critical open space areas.
- F. User Fees. The City may elect, particularly in the case of a large facility such as a recreation center or swimming pool complex, to collect a fee from users of such recreation facilities. These funds may be used to either retire obligations resulting from the construction of facilities or ongoing maintenance.

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

- G. Developer Donations. The City may elect to exchange the donation of park land and/or recreation facilities for developer concessions or negotiated considerations. Such considerations may include, but are not limited to, increased densities, reduced lot sizes, impact fee credits, future reimbursements for oversized facilities or credits for multi-use facilities such as storm drainage and park space.

Additional fiscal note: Ongoing annual maintenance and operation costs for the existing and expanding parks system cannot be funded with impact fees. The City's General Fund budget (property and sales tax) may be used or user fees could assist in off-setting the costs for these obligations. It is important to remember that these costs will not necessarily increase unless growth continues in Santaquin City, causing the installation of additional parks and open space facilities. If that growth pattern continues, revenues from property taxes and sales taxes will also continue. In summary, it is expected that as demand increases for more recreation facilities, the City's ability to pay for the ongoing operation and maintenance of such facilities will also increase.

# CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT



## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

### PARKS, RECREATION AND TRAILS GOALS & POLICIES

Goal 1 To establish minimum Levels of Service (LOS) for parks, recreation facilities, open spaces and paths in order to provide recreation opportunities for of all types of recreationists.

Policy 1: The City should maintain a Level of Service (LOS) of at least 7.5 acres of developed park for every 1,000 residents and at least the number and type of facilities as suggested by the NRPA.

Policy 2: The City shall adopt and maintain a 5-year Parks and Recreation Capital Facilities Plan. The plan should be reviewed and amended annually in order to maintain the adopted LOS.

Policy 3: The City shall establish or amend its land development regulations and policies to require parks, open space and paths or access to such, to be dedicated to the public as part of every development.

Policy 4: Every Santaquin City resident should have a public park within 2,000 feet of their residence.

Goal 2 To establish a path system that will meet the needs of local and regional recreationists, provide connectivity between parks and other open spaces, and have strategically located path heads for access onto and along such trails, especially those leading to the mountains or other critical open spaces.

Policy 1: The City should seek public participation when planning the type, number and locations of paths.

Policy 2: The City shall coordinate in the planning and implementation of regional path plans that may serve to link Santaquin with other communities in Utah County or statewide systems such as the Bonneville Shoreline or Goshen Valley Rail trail.

Policy 3: The City shall adhere to the trails and recreation plan as shown on the recreation element map, which identifies the general locations of urban and equestrian trails.

Policy 4: The City shall make every attempt to educate residents, property owners and trail users of potential trail use conflicts through signage, public information meetings and publications regarding path use and City regulations.

Goal 3 To encourage citywide beautification of both public and private open spaces and neighborhoods.

Policy 1: The City shall enforce nuisance ordinances and require property owners to maintain their property free of weeds, abandoned vehicles and equipment, unsightly buildings, trash and debris.

## CHAPTER 7: PUBLIC FACILITIES AND SERVICES ELEMENT

- Policy 2: The City should adopt an urban forestry scheme and seek “Tree City, USA” status.
- Policy 4: The City should work closely with volunteer organizations, businesses and other agencies to coordinate beautification activities and funding opportunities for beautification projects.
- Goal 4 To promote growth patterns that encourage the development of parks and recreation facilities and preserve open space.
- Policy 1: The City shall enact land development regulations that may allow flexible lot sizes and clustering of residential units or densities; dedication of open spaces; establishment of urban and rural path systems; transfer of development rights or other techniques used to set aside open space or parks.
- Policy 2: The City shall, to the maximum extent possible, prohibit residential development to occur without making adequate provisions for the creation of parks and recreation facilities to serve the minimum LOS needs of the residents of such development.
- Policy 3: The City shall take advantage of development opportunities by partnering with developers for the creation of parks, open space and path facilities.
- Policy 4: The City should enact programs to encourage the preservation of agricultural areas as open space. Such programs could include purchase, land trusts, transfer of development rights, clustering or density bonuses in exchange for preservation of agriculture lands.
- Policy 5: The City shall provide in their land development regulations for the opportunity for developers to negotiate potential development credits in exchange for open spaces, trails, or parks within their projects. Such a program may provide economic or other benefit to the developers in exchange for increased open space and construction of recreation facilities. Density credits should be in accordance with the residential density plans established by the Land Use Element of the General Plan.
- Goal 5 To optimize existing and future park facilities, schools, or other open spaces and corridors to meet the City’s recreational needs.
- Goal 6 To provide funds for the construction of future parks and recreation improvements within the City.
- Goal 7 Build a new senior citizen center and provide additional facilities and opportunities for senior citizens.
- Goal 9 Provide for the future expansion of the cemetery to meet future needs.

## CHAPTER 8: IMPLEMENTATION ELEMENT

The foregoing maps and explanatory matter constitute the General Plan for Santaquin, but the plan is not self-executing. It is like a blueprint. It can only “sit on the shelf” until each public agency or person incorporates it into their individual programs.

After the General Plan has been adopted, the Planning Commission and City Council should no longer make decisions pertaining to matters relating to physical development without first referring to the General Plan. Not only will it be the responsibility of public officials to uphold the integrity of the General Plan, but it will also be necessary for them to adopt the policies and procedures of the plan and to actively support administrative officials in their duties as they carry out the plan.

### **PLANNING: A CONTINUING PROCESS**

It should be recognized that a general plan is never really finished in the sense that a plan of a building is finished. Rather, a general plan should become a repository for new and improved ideas which can be assimilated and made part of an on-going program. As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the plans. On the other hand, it should also be recognized that to make one change in a general plan may require many other changes to be made. This occurs because of the interrelationships that are inherent in general plans. What may appear to be a better solution to one problem, in and of itself, may call for other changes to be made which, in total, become unacceptable. Changes should, therefore, be made in the Plan only after the total effects have been taken into account.

### **Implementation Measures Needed**

The following are measures which should be taken to implement the General Plan:

1. Preparation and adoption of a revised Zoning Ordinances written to implement the Land Use Element and area specific master plans incorporated herein. This includes:
  - a. Creating new zoning districts which facilitate agricultural operations and businesses.
  - b. Modifying residential zones and subdivision standards.
  - c. Establishing development criteria for Multi-family and non-residential developments.
2. Preparation and adoption of revised construction standards and details to implement the Circulation Element of the General Plan.
3. Preparation and adoption of policies covering extension to water and sewer lines and other public utilities as a means of encouraging development to take place in accordance with the Plan.

## CHAPTER 8: IMPLEMENTATION ELEMENT

4. Preparation and adoption of a long-range Capital Improvement Programs (CIP) showing public facilities listed according to priority of need and indicating the approximate amount and source of funds.
5. Adoption of impact fee ordinances to fund the improvements required by new development and growth.
6. Seek available funding sources and partnerships to help implement the goals and policies of the plan.

### **INCENTIVE FOR PLANNING**

Experience has shown that many rewards come to communities which prepare and implement general plans, especially when several communities are adjacent to each other. Plans can be coordinated, more “mileage” can be obtained from tax dollars, and more efficient use of physical, financial, and human resources can be had. The preparation and implementation of general plans can also serve as a prerequisite for federal aid for water supply and distribution works, sewage facilities and water treatment works, parks, libraries, streets, and urban conservation programs. The most important reward, however, is that a community becomes a healthier, safer, and more wholesome place in which to live and rear a family.

### **GENERAL PLAN AMENDMENT PROCEDURE**

The legislative body may amend the general plan by following the procedures outlined by State law.

### **GENERAL PLAN REVIEW**

Santaquin City’s General Plan should be reviewed every five (5) years or as determined by the Planning Commission or the City Council. As the City develops and continues to see increased demand for services, public facilities and regulations, additional studies may be conducted for specific areas or elements of the General Plan. These more specific plans or studies may be adopted as appendages to this Plan after the appropriate General Plan amendment processes occur as outlined in State law.



# 2012 General Plan Update

## Northeast Neighborhood Plan



# NORTHEAST AREA

## Location and Characteristics

The Northeast Area of Santaquin is located east of Interstate 15 and north of 450 North. It includes properties annexed in 2009 and others currently shown in the City's Annexation Policy Plan. The 2010 Census shows 62 residents live within the Northeast area with only 35 of those being within City limits.

The main characteristics of the area include picturesque lowland farms, undisturbed foothills, and open views of the Utah valley floor. The Northeast area was annexed into Santaquin in 2009 when a development group desired to build several hundred homes southeast of the Highline Canal. No development has occurred and only minimal development has been proposed on farms northwest of the canal.

### Major Uses (acres)

Farmlands:	372
Open Space:	308
Industrial:	15
Commercial:	0
Residential:	35
Roads:	55
Undeveloped:	308

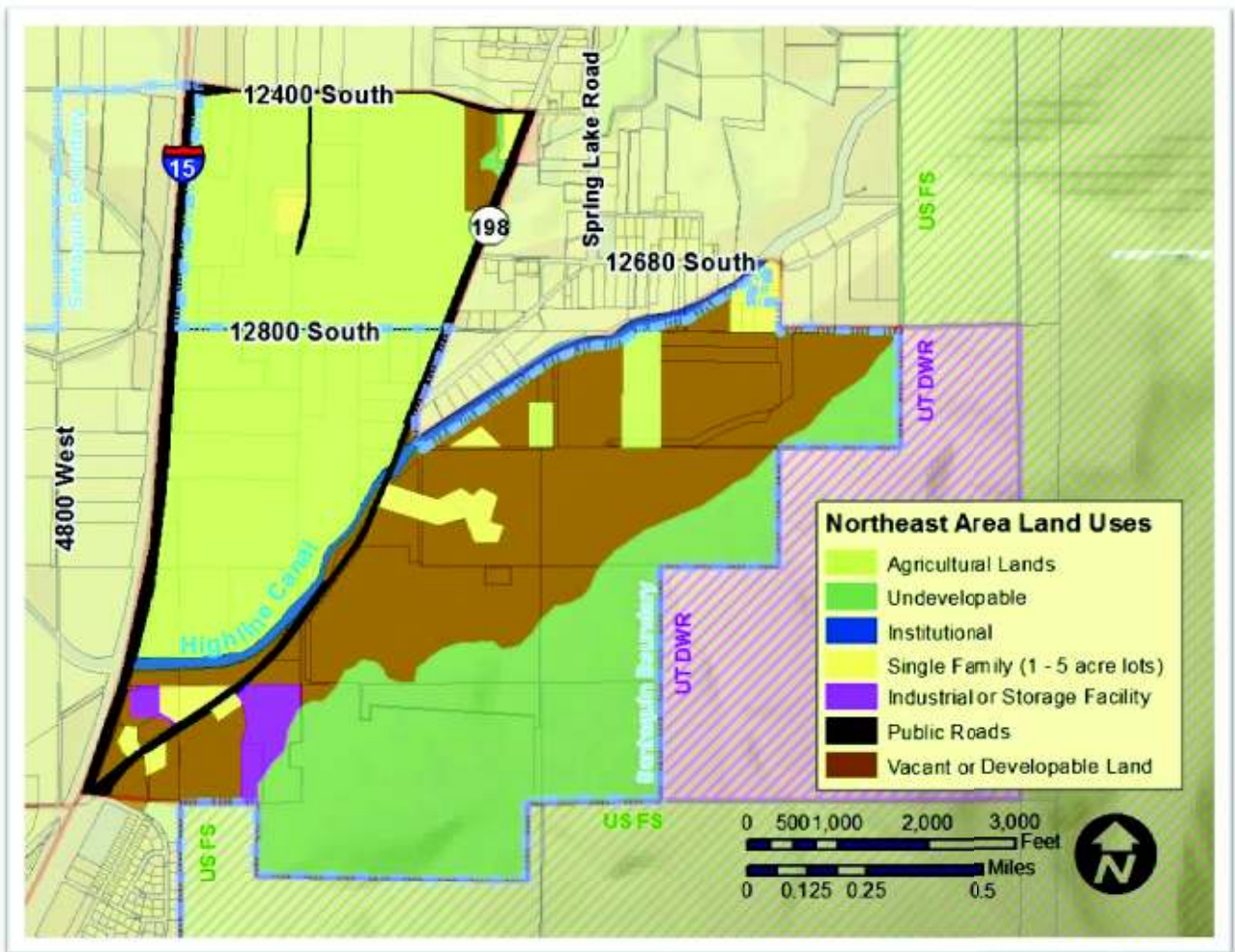


Figure 1: Land Uses in the Northeast Neighborhood

## NORTHEAST AREA

### Issues for the Future

Future development in the area will be affected in four ways; infrastructure, access, agriculture, and natural hazards.

**Utilities.** No part of the Northeast Neighborhood is currently serviced by Santaquin utilities. Some of the properties receive highline canal water for irrigation, but culinary and sewer facilities are private. Not having public utilities in the area is a major limitation for large scale development, but city standards do allow for small scale developments utilizing private infrastructure. Cooperation with the Spring Lake Water Users for water may be possible.

**Access.** Public roads in this area facilitate minimal traffic and primarily serve as connections to Highway 198 for travel to Santaquin or Payson. One of the hurdles to getting vehicles to the highway is the highline canal, which, in order to cross, will require bridge construction and Bureau of Reclamation approvals. The primary east-west corridor to the highway for the area is 12680 South, which has very limited carrying capacity and should not be considered for meeting vehicular transportation needs in the future. Access into the area will change drastically when a future I-15 interchange is constructed at 12400 South, which is on the 30 year+ regional transportation plan.

**Recreation.** There are no improved, public parks in this area, however the foothills are often utilized to gain access to state and forest service lands to the east. Many residents enjoy equestrian recreation opportunities afforded by the large open areas and minimal traffic. In addition to hiking and mountain biking opportunities on bench farm roads, improved and designated trails for non-motorized recreation are desired along the highway and Highline Canal.

**Agriculture.** Two of the lowland farms have recently been placed in Agriculture Protection Areas. These protection areas require state and local governments to receive approval from the farmer before any roads, or zoning proposals are considered. Santaquin regulations also require development near these areas to mitigate potential conflicts or impacts on protected farming operations.

**Natural Hazards.** The northeast bench is susceptible to many natural hazards. The foothills serve to dissipate debris flow events, provide staging areas to battle wildfires, and include an identified segment of the Nephi fault. Future development in this area will need to consider carefully how future residents and property owners will be protected from these natural hazards.



Figure 2: View of the Molly Fire, which burned just above the Northeast bench area in 2002

## NORTHEAST AREA

**Rural Character.** The pristine nature of the bench and agriculture operations in the area, showcase the rural beauty of Santaquin. This swath of undeveloped area separates, according to the 2010 Census, Santaquin from the Provo/Orem urban area. Residents of the area desire to minimize the number of lots while maintaining open spaces and preserving agriculture lands (See Figures 3-4). Inquiries are still being made by developers about the ability to place 15,000 square feet to 2 acre size lots on the bench, which conflicts with idea of preserving the open spaces and very low housing density. Retaining this area as a unique identifier for Santaquin will require a real balance between development demand and preservation. One resident suggested that any future development should have a “Park City type” appeal.

### CONCERNS RAISED BY RESIDENTS

During several public meetings held in 2010 and a neighborhood meeting held July 2012, many concerns were raised by the property owners and neighboring Spring Lake community, about the future of this area. In addition to those issues raised above, comments included the following:

- Limit lot sizes (1/2 to 10 acre) and density (200 homes total)
- Lots of open space (e.g. golf course, trails, sports fields, amphitheater) needed in city
- Large lots need rules to enforce property maintenance and to prevent fire hazards (e.g. require landscaping of front and rear yards)
- Santaquin needs a place for local artists, vendors, and bookstores
- Recreation opportunities are needed that bring out of town people



Figure 3: One of the maps written on by citizens attending the northeast area neighborhood meeting. Showing extensive trail systems.



Figure 4: Table top map noting natural areas, recreation access, geologic hazards, and future housing density.

### FUTURE LAND USES AND BUILD-OUT SCENARIOS

Several build-out scenarios were generated for this area in 2010 with discussions about possible annexation of the Spring Lake area. These scenarios were intended to illustrate what could happen under the existing zoning laws, if 1 acre lots were required, or if future development

## NORTHEAST AREA

focused on preservation while allowing clustered developed (Figures 5-7). Each of the scenarios reserves over 280 acres of hillside area from future development.

Figure 5 shows a possible build-out under the current 5-acre lot minimum zoning. Development of this type yields approximately 110 units with reservation of areas for natural hazard mitigation along the Bonneville Shoreline. It would require existing agriculture protection areas to be cut into pieces, which reduces the efficiencies of any future farming operations. Residents in the Spring Lake area express concerns about such large lots having higher potential for unkempt yards and possible fire hazards.

These same residents indicated they would appreciate lot sizes similar to those in the Spring Lake area be required (approximately 1 acre minimum). This type of lot placement is shown in Figure 6 and allows roughly 475 potential single family lots. The gravel pit area is shown as having high density (orange) with potential for 100-200 units. Debris flow mitigation would be provided by maintaining channels of open space through the development. No buffer from the identified fault line is shown. Public safety access to this number of lots would necessitate multiple roads onto the bench; two to Hwy 198 and two to 12680 South, which residents of the area do not want. Significant amounts of infrastructure will be needed for this number of units.

The last scenario (Figure 7) shows roughly 240 new homes on lots ranging in size from  $\frac{1}{2}$  acre to 2 acres. This scenario includes preserving 140 acres of prime farmland, 186 acres of developable lands for recreation/open space purposes, and continuing a network of trails and direct access to natural open spaces. Corridors would act as buffer from the fault line as well as debris flow conveyance areas. A system would be needed to limit fire hazards in this open space areas, especially when bordered by homes. To effectively preserve this amount of open space, developers will need to sell lots at a premium and/or have more, smaller lots to offset financing costs. Higher density is again shown near the gravel pit, along with professional or institutional uses along the highway. If development of this type is desired, the city will need to adopt new subdivision regulations permitting such.



**Figure 5: Possible build-out scenario with 5 acre lots showing 104 units.**



**Figure 6: Possible build-out scenario with one acre lots showing 430 units**



**Figure 5: Possible build-out scenario using clustered development patterns showing 215 units with over 320 acres of buildable lands retained as open space.**

## NORTHEAST AREA

Using feedback received on the above scenarios, the following general land uses are designated for the Northeast area.

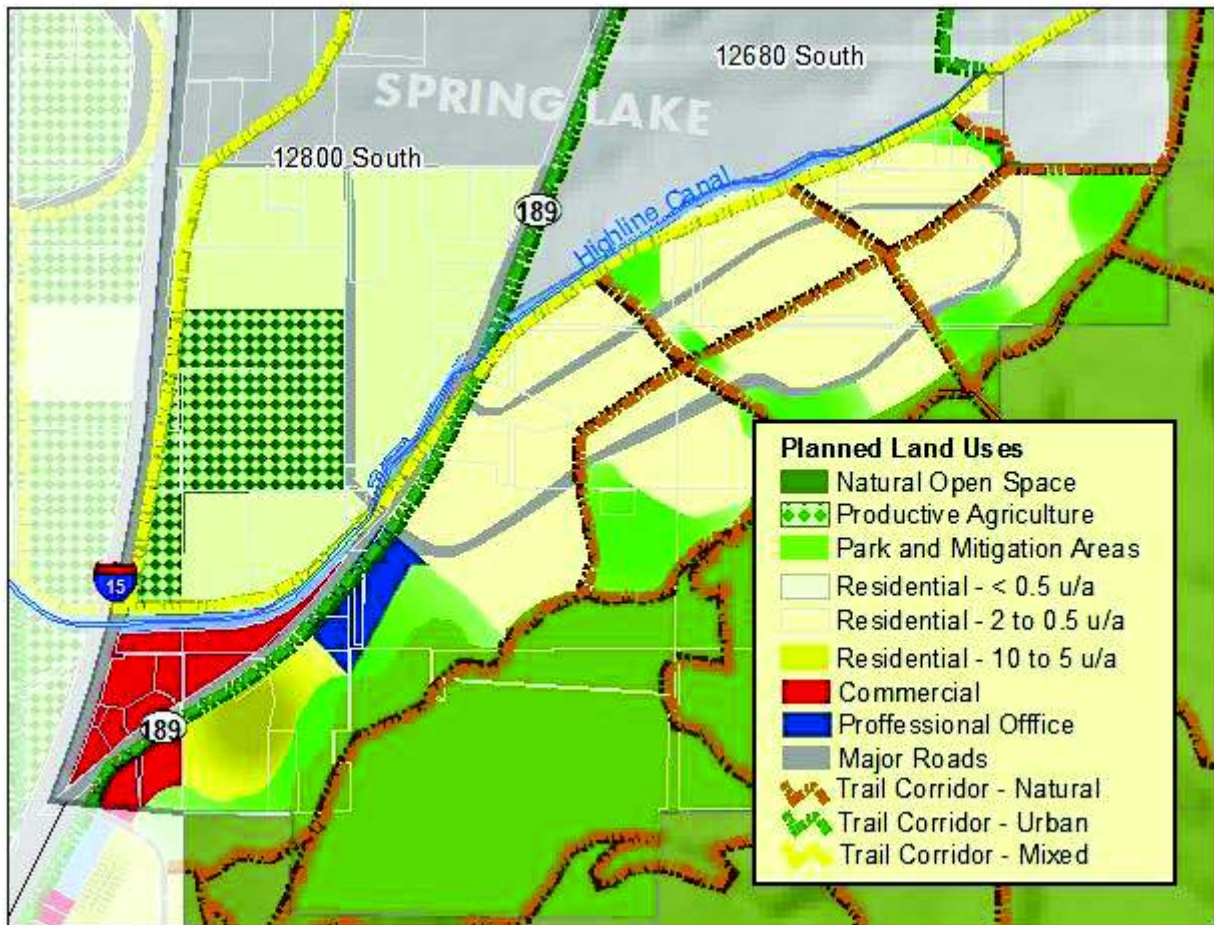


Figure 6: Future Land Use Categories for the Northeast Neighborhood

The following points shall serve to guide future development and land uses in the Northeast area.

**Residential.** Until public infrastructure is accessible or otherwise constructed, any development in this area should be self-sufficient for water, sewer, and irrigation utilities. Those areas associated with reclaiming the gravel pit, which may have direct access to public infrastructure, may be appropriate for higher density housing. Atypical development standards like Planned Unit Developments (PUDs) may be necessary to accomplish maintaining open space and recreation corridors, which provide connectivity to public lands and trails corridors.

**Commercial.** The long distance between this area and the closest freeway interchange do not make this area desirable for significant retail opportunities. Additionally, the agriculture protection areas and topography of the area limit the commercial potential. There are opportunities for limited road side markets, professional office sites, or destination service industries along the highway. Commercial and retail opportunities will significantly change when the future interchange is nearer construction at 12400 South.

## NORTHEAST AREA

### Recreation and Open Space.

Preservation of farm lands and the bench area are the top priority for this area. All future bench development must maintain connectivity to existing Forest Service roads and user trails. Corridors should be reserved to connect those forest service lands with the highline canal corridor and the regional trail system to be constructed there.

## IMPLEMENTING THE NEIGHBORHOOD FOCUS

### Goals for Northeast Neighborhood

- The area should focus on natural beauty and maintaining low impact recreation opportunities such as hiking trails/nature trails
- Protect orchards and agriculture operations
- Connect walking/ jogging trails from Santaquin into Spring Lake, Payson, and public lands to the east. This includes along Highway 198, Spring Creek, and the Highline Canal/ Bonneville Shoreline Trail corridor
- Support all efforts to pipe the Highline canal and create a regional trail system in the South Utah County area.
- Work to establish designated recreation routes for motorized trails (atv's) on existing roads.
- Manage development on bench while preserving/protecting wildlife and natural open spaces for recreational purposes.
- Any development on the northeast bench must provide protection to future residents and property from geologic hazards.
- New development must limit mass grading and cuts.
- Consider PUD developments with cluster housing but limited densities (½-2.5 acre lots) on the bench northeast of the gravel pit.
- Permit higher densities near the gravel pit and where infrastructure is easier to connect into.
- Use lands near I-15 and south of Highline Canal for commercial opportunities





# **2012 General Plan Update**

## **East Bench Neighborhood Plan**



# EAST BENCH AREA

## Location and Characteristics

The East Bench Area of Santaquin is located east of Interstate 15 and south of 450 North. It includes properties already annexed and those currently shown in the City's Annexation Policy Plan. The 2010 Census shows 2,662 residents live within this area with only 24 of those being out of City limits.

### Major Uses (acres)

Undeveloped:	1004
Unbuildable:	730
Residential:	214
Roads:	184
Agriculture:	59
Commercial:	6

The main characteristics of the area include picturesque views of the Utah valley floor, largely undisturbed foothills with access to Forest Service Lands, easy access to I-15 and the city center via city streets. Most of the homes have been built since 2000 and many vacant lots are available for new construction.

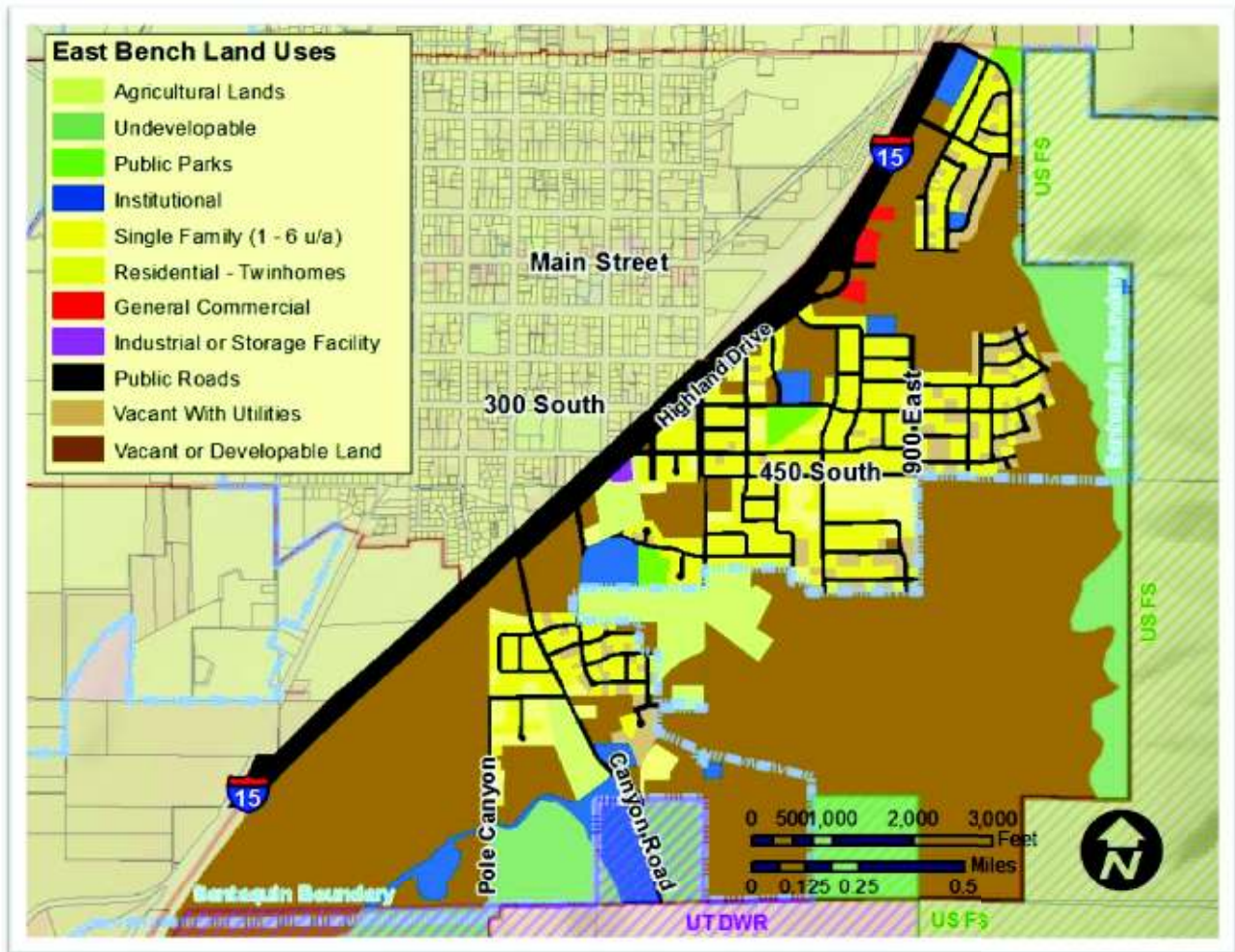


Figure 1: Land Uses identified in the East Bench Neighborhood.

### Issues for the Future

Residents of this area desire improved walkability of streets, increasing public recreation opportunities, mitigating natural hazards and limiting development higher on the bench, and increasing businesses near I-15.

**Walkability.** Many of the households in this neighborhood have young children who walk to Orchard Hills Elementary. Concerns about additional sidewalk and intersection safety are regularly shared with the City. Newer developments are required to install sidewalks, but older areas, with limited development potential, will need city funded projects to improve the walkability. Future development standards should encourage more pedestrian friendly elements.

**Recreation and Open Space.** There is a great desire to preserve as much open space as possible while also maintaining access to it. The East Bench area has great access to forest service lands with their user trails, wildlife, and limited four wheel recreation opportunities. There is however, very little improved park space available for those with less rugged interests or capabilities. Additional parks are desired within walking distance of current and future residents in the area.

The Eastside Park, due to road connectivity, primarily serves the residents north of Main Street. Lands will be dedicated near Peter Rabbit Springs for a future park as the Oak Summit development moves forward. The city's pressurized irrigation pond, at the south end of the neighborhood, has 14 acres of undeveloped land associated with it and could be the future location of a performing arts venue, like an amphitheater. Due to topography of the area, any future parks will likely have limited active recreation facilities, but can be strategically located to maintain public land access and meet immediate needs of nearby residents.

In addition to planned parks, a network of trail systems is planned for this area. Urban trail corridors are planned along 900 East, Highland Drive, and up Santaquin Canyon with connections into the Core Area and Main Street. The Bonneville Shoreline Trail will be a natural surface trail and run the length of this area with connections to the future Highline Canal trail system. All trails will connect to each other and forest service user trails.

**Natural Hazards.** The foothill area is susceptible to wildfires, debris flows, and has an identified segment of the Nephi fault running through it. Development in this area will need to consider carefully how future residents and property owners will be protected from natural hazards of the area.



Figure 2: Computer image of the Santaquin east bench (looking southward up Santaquin Canyon), illustrating debris flow (yellow) and fault zone (red) hazards.

## EAST BENCH AREA

**I-15 Business.** Lands adjacent to I-15 have great potential for commercial and office or institutional uses. This is evidenced by the recent additions of CS Lewis Academy, Orchard Hills Elementary School, Seasons of Santaquin Assisted Living Center and service businesses near the Main Street interchange.

**Additional Public Comments.** During public meetings held in July 2012, several specific concerns were raised by property owners in the neighborhood. In addition to those future issues raised above, public comments included the following:

- Additional public safety patrolling is needed to reduce speeding and noisy vehicles.
- Yard landscaping should be required and city should have a designated clean-up day.
- A satellite fire and police station is needed on the bench.
- Lot sizes should be between 1/3 and 1/2 acre. Large unkempt lots are not desired.
- The 900 East trail system needs to be dressed up.

**Schools.** The Nebo School District anticipates that an additional elementary school site (12 acres) will likely be needed in this neighborhood.

### Future Land Uses and Build-out Scenarios

Based on the issues identified above, future possible land uses have been identified (Figure 2)

#### Parks and Open Spaces

A web of trail systems, parks, and open space corridors is desired throughout the undeveloped portion of the east bench. Neighborhood parks, having 3-5 acre of land, are placed to provide urban amenities within ¼ mile of nearly all residents. Lands near the mouth of mountain side watersheds are shown as future hazard mitigation lands which can also serve as parks and trailheads. The trail system will include both urban and natural surface trails.

#### Residential

Development above current subdivisions can have densities ranging between 0.5 and 2 acre lots. Those properties closer to I-15 and public amenities, like schools, parks, and places of worship, may include housing developments with densities between ½ acre lots and clustered townhomes. Allowing higher densities in better serviced areas provides for a more efficient use of city facilities, while increasing the ability for public revenue to pay for the services desired.

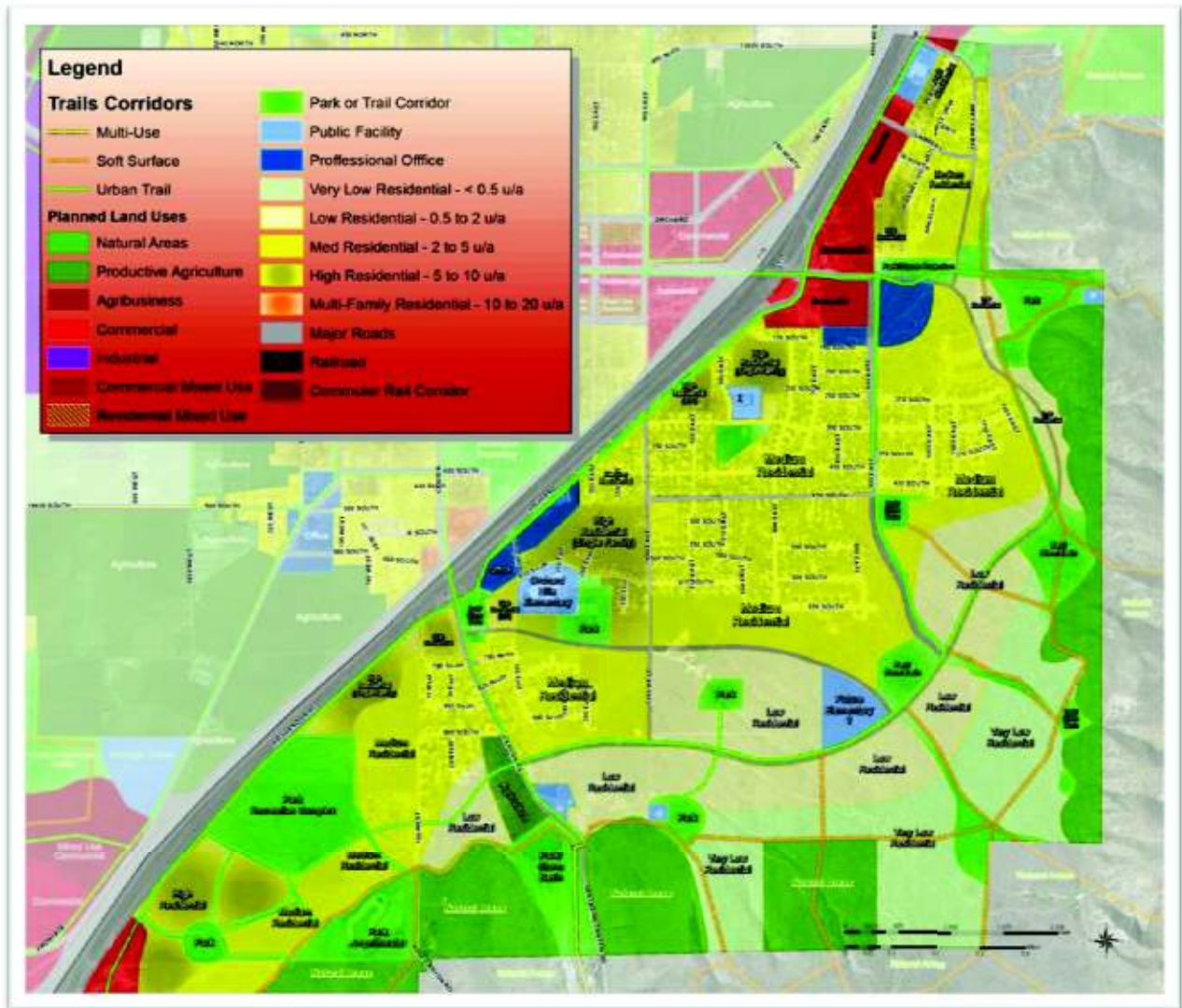
#### Commercial

Properties close to I-15 interchanges or major city streets, have been designated for commercial and professional office, where traffic volumes facilitate greater customer visibility and access.

#### Professional/Institutional

Property for a future elementary site and fire station are shown for conceptual purposes only.

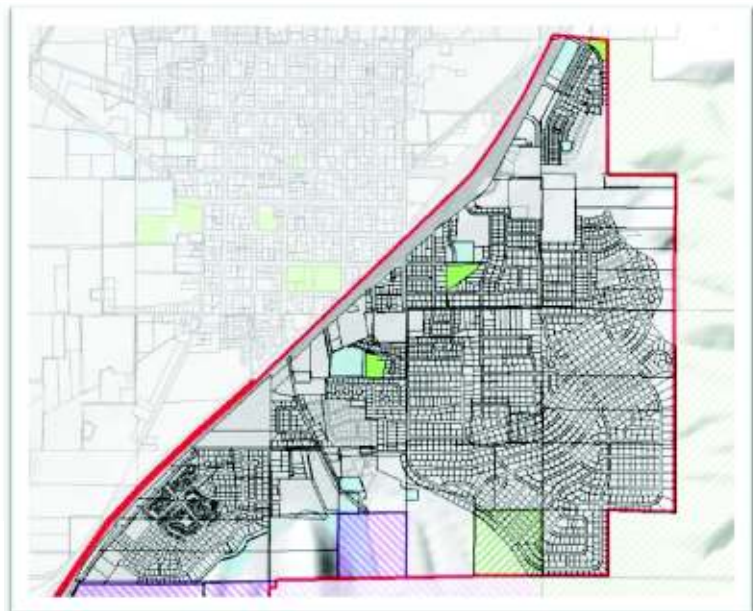
# EAST BENCH AREA



**Figure 3: Future land uses identified for the east bench neighborhood.**

If build-out of the east bench were to happen using previous development trends, nearly 1200 new homes could be constructed (See Figure 4). Figure 4 shows a scenario with little consideration for open spaces, trails, hazard mitigation, or park spaces.

**Figure 4: East bench build out scenario if past development trends continue.**



## EAST BENCH AREA

After incorporating desired recreation opportunities, hazard mitigation areas, and using the land uses in Figure 3, the number of potential lots is still possible to see a large number of homes as shown in Figure 5.

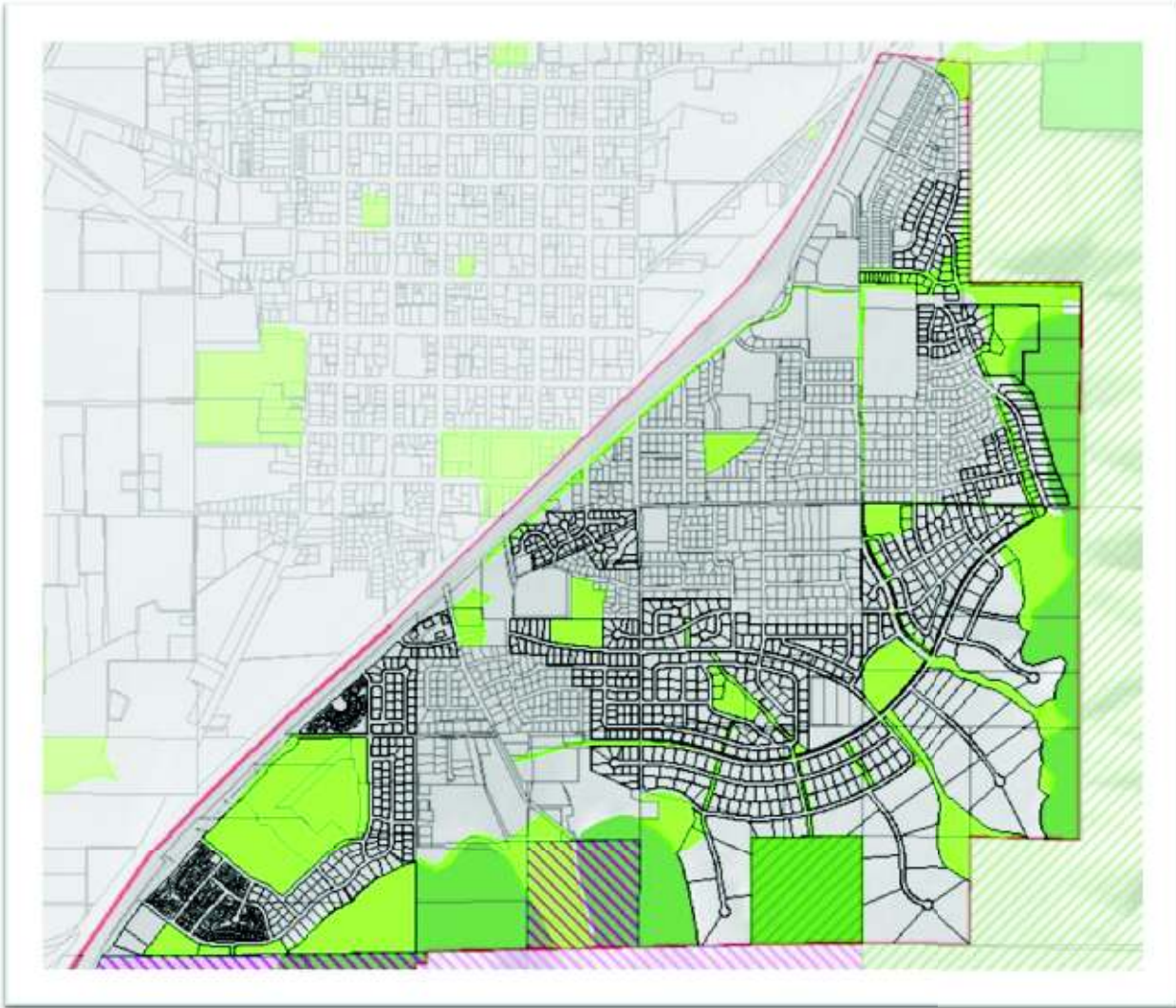


Figure 5: Potential build out of east bench based on the proposed future land uses.

# EAST BENCH AREA

## IMPLEMENTING THE NEIGHBORHOOD FOCUS

### Goals for East Bench Neighborhood

#### Transportation

- Construct pedestrian facilities that allow connection into the Core area of town.
- Repair dilapidated streets and construct sidewalks and other improvements
- Construct the Highland Drive trail system between Center Street and Main Street.
- Make trail connections and extend the Main Street trail eastward.
- Work to create an I-15 pedestrian over/underpass near 300 South.
- Convert extra right-of-way in 900 East to trail improvements (See figure 6).
- Work with UDOT to widen Center Street underpass to accommodate trail system.
- Continue working with the Nebo School District to establish Safe Routes to Orchard Hills Elementary. This should include additional signage.
- Review traffic signage in the area to assure safety needs are met.



Figure 6: Possible trail improvements along Highland Drive

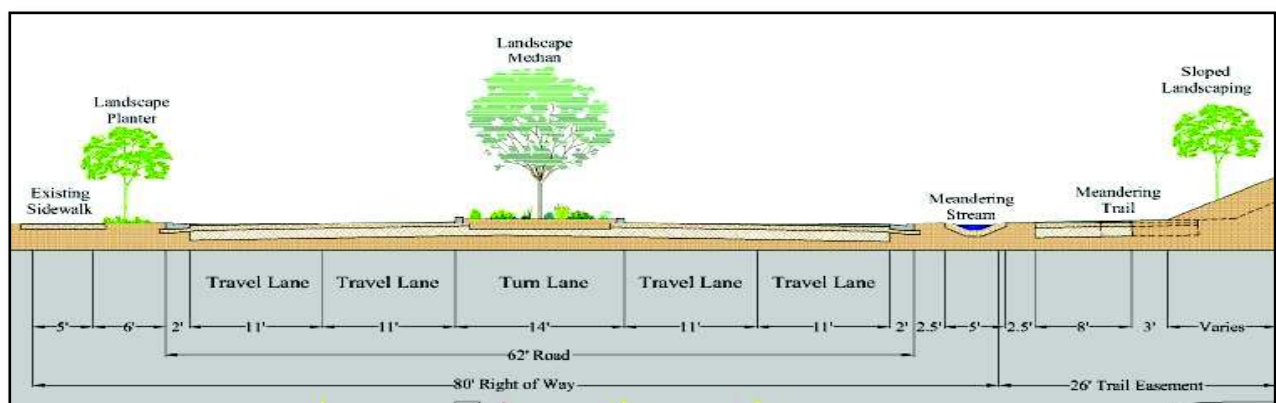


Figure 7: Possible 900 East boulevard design with trail and landscaping.

## EAST BENCH AREA

### Neighborhood Character

- City needs to improve miscellaneous triangle properties along Highland drive.
- Organize a beautification committee and host beautification activities/awards.
- Establish and enforce nuisance ordinances on vacant or undeveloped properties.

### Economics

- Create opportunities for professional service uses to locate in residential areas near major intersections (see example from Payson in picture at right).
- Continue to encourage and facilitate new businesses near the interchange.



### Recreation

- Provide neighborhood parks with playgrounds throughout the area.
- Develop the Peter Rabbit Springs Park as a neighborhood park and trailhead.
- Establish more trails along the bench that can extend onto forest service properties and into the built neighborhoods. Connect to Bonneville Shoreline Trail alignment.
- Develop a park around the irrigation pond for urban fishing and festivities. Should also include an amphitheater (See picture at right).
- Provide east bench trails and day use picnic areas that connect up Santaquin and Pole Canyons to existing recreation areas.
- Expand the park acreage around Orchard Hills for more playing fields.
- Develop a sports complex with baseball fields and other playing fields on the Ahlin Ranch property.



### Environment

- Limit growth in areas of geological hazards.
- New development should provide proper mitigations from flood and fire hazards.
- Work with Utah County and the Summit Creek Irrigation company to provide sufficient flood management areas and protections. This may include multi-use parks like Provo's Rock Canyon park (see picture at right)
- Hazard maps should be produced and made available to the community (coordination with public safety blocks and districts, CERT).





# 2012 General Plan Update

## Core Area Neighborhood Plan



# CORE AREA

## Location and Characteristics

The Core Area of Santaquin is located west of Interstate 15 and between 400 North and 400 South. The 2010 Census shows 3,580 residents live within this area with 40 of those being out of City limits.

The Core Area is the traditional center of town for commerce, recreation, education, public gatherings, and civic debate. It has the greatest mix of housing opportunities from large single family lots to mixed use development apartments and assisted living facilities. It is an area with great potential, but is experiencing little reinvestment, which is evidenced by a large number of underutilized vacant lands and blighted properties.

Land Uses (acres)	
Undeveloped:	235
Parks/Public:	33
Residential:	316
Roads:	201
Agriculture:	412
Commercial:	17
Institutional:	50

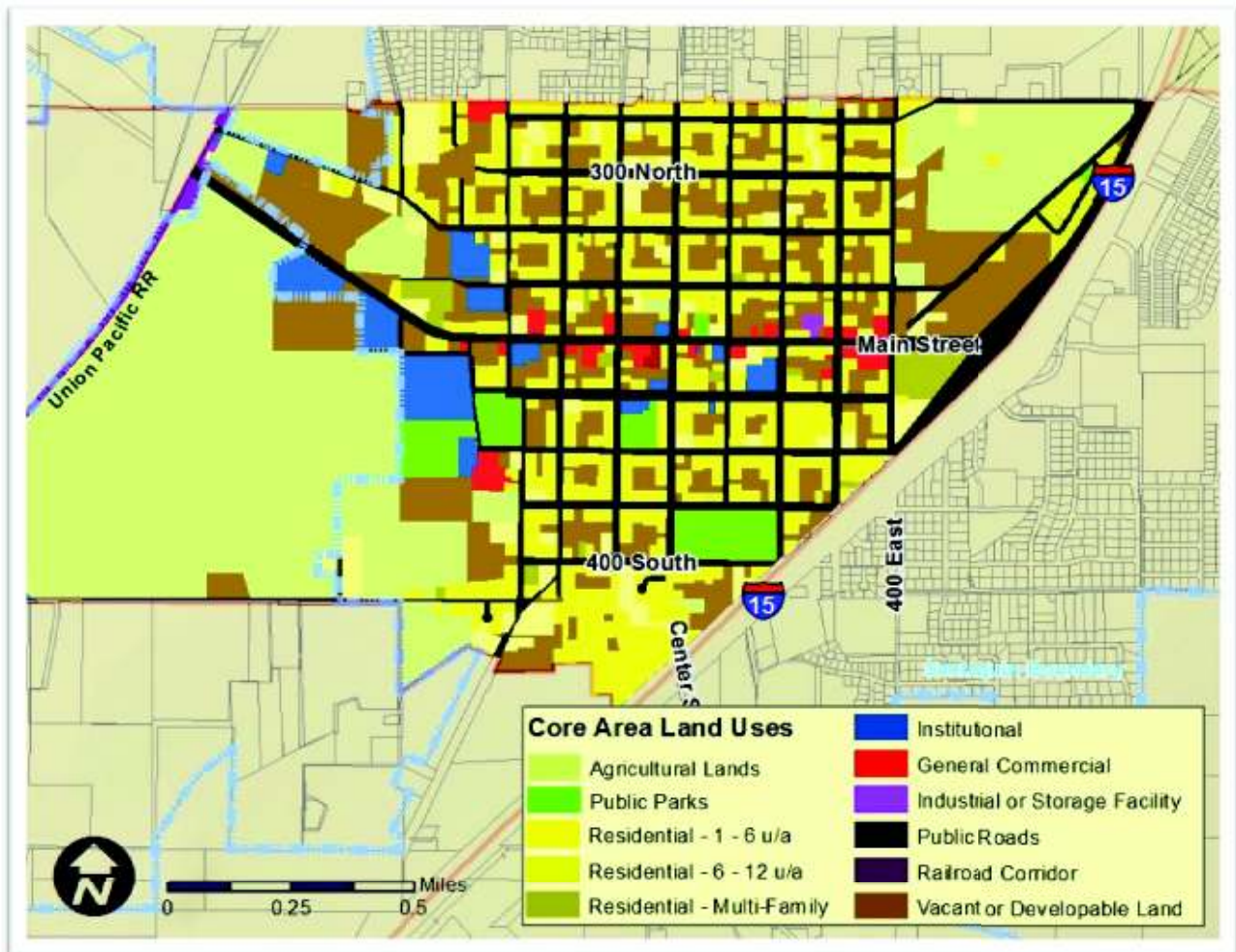


Figure 1: Land Uses identified in the Core Area Neighborhood.

### Issues for the Future

Many residents in this neighborhood and throughout the community are concerned about the viability of the downtown area. The following are major issues needing to be addressed to improve the Core Area as the “center of town”.

**Circulation.** While Highway 6 is the gateway to the Goshen Valley and the south end of Utah Lake, it is also Santaquin’s Main Street. This route will continue to see increasing traffic as surrounding neighborhoods and lands west of town develop. UDOT controls the timing of lane widening on Main Street, which should be coordinated with new residential and commercial development in order to stay ahead of congestion.

Development on the north and south end of town will also feed onto Main Street. This means local roads like Center Street (Canyon Road), 400 East, 200 West, 500 West and 500 South, with its associated bridge over the railroad tracks, should be designed and constructed in a timely fashion to facilitate the traffic increases. There is sufficient right-of-way in the original town plat area for widening needs. However, corridors for additional major roads outside of the core area need to be acquired.

The width of right-of-way in the core is another concern. Residents often express concern about the maintenance and inconsistent use of materials along road edges. Some residents would like to see curb, gutter, and/or at least sidewalk installed throughout the core, while others feel the existing improvements help maintain a rural, small town atmosphere. The perception of visitors traveling through town is predicated in large part by what is viewed along streetscape, and the large, underutilized right-of-way should have a more consistent, attractive finish.



**Figure 2: Streetscape in Core Area of Santaquin**  
(Picture obtained from by Google Earth)

**Schools.** Santaquin shares many Nebo School District facilities for recreation and education programs. The District plans to construct a junior high school in this area, which will provide additional amenities to area residents. The junior high school site is planned for 20 acres west of the Santaquin elementary school, but the district is concerned about traffic and connection conflicts between the two school sites. District personnel indicate the location may not be an issue if the school properties were separated by the 500 West collector street.

**Recreation and Open Space.** Recreation facilities in this neighborhood include the city recreation building with the Seniors Center and Chieftain Museum, Centennial Park and Squash Head Park, the City Cemetery, and Rodeo grounds. The recreation building is in need of major renovations to address heating, structural integrity and space needs. Centennial Park works well for the City’s Orchard Days festivities. Squash Head Park is master planned to be the City’s

## CORE AREA

monument park, but will not provide active recreation to the surrounding neighborhood. The rodeo grounds can provide greater revenue to the city if expanded to host events beyond the Orchard Days rodeo and local roping club practices. Each of the facilities met past needs but are not sufficient to handle additional City growth.

The other major recreation amenity in the area is the city cemetery. The cemetery was expanded in 2010 around the veteran memorial. The cemetery use also includes playing fields for outdoor recreation programs and the interior roads are often used as walking and jogging paths. The playing fields will eventually need to be used for cemetery purposes and additional lands are needed for materials and equipment storage used in the cemetery maintenance.



**Figure 3: Santaquin Cemetery looking north** (Picture by Google Earth)

**Agriculture.** Lands west of Santaquin elementary school are currently used for raising feed crops or livestock. With potential for a rail spur and the close proximity to utilities, these lands are a suitable location for job growth. There are some orchards, located in the northeast part of this area, that are in an agriculture protection area. These will be faced with development pressure, especially located adjacent to freeway visible, commercial properties. As the core area continues to build out and additional economic activity occurs, these agriculture lands will likely be developed. One of the largest employers in the City is Olson’s Greenhouses, which is located in the south part of the core area. This operation is not as susceptible to development impacts or pressures and should be encouraged to grow.

**Economics.** Lands near I-15 are slated for a full service grocery store and supporting retail. The City owns lands in the area, which can be used to facilitate this new development. Development in the central business district has stalled due to current economic conditions, fractured property ownership, and the general cost difference between developing on “greener pastures” instead of having to tear down and redevelop older properties. The city may need to assist in property consolidation and provide incentives or greater return potential if additional investment in downtown is desired. Interest in the area will also increase as more roof tops are centralized into the downtown, which will require zoning and development standards that facilitate infill and redevelopment throughout the core area.

## CORE AREA

**Additional Public Comments.** During public meetings held in July 2012, several specific concerns were raised by property owners in the neighborhood. In addition to those future issues raised above, public comments included the following:

- Encourage Mixed Use Development on Main Street.
- Higher densities are okay if standards provide for higher quality development.
- Need nuisance regulations and have them enforced.
- Provide sidewalks to invite walking, especially on Center Street.
- Reduce truck traffic and slow the speed on Main Street.
- Need to visually define downtown and encourage a diversity of small businesses.
- Make sure there is enough visible parking for businesses on Main.
- Expand the library and work to establish a campus for higher education.

### Future Land Uses

Based on the above issues, future land uses have been identified for the area (Figure 4).

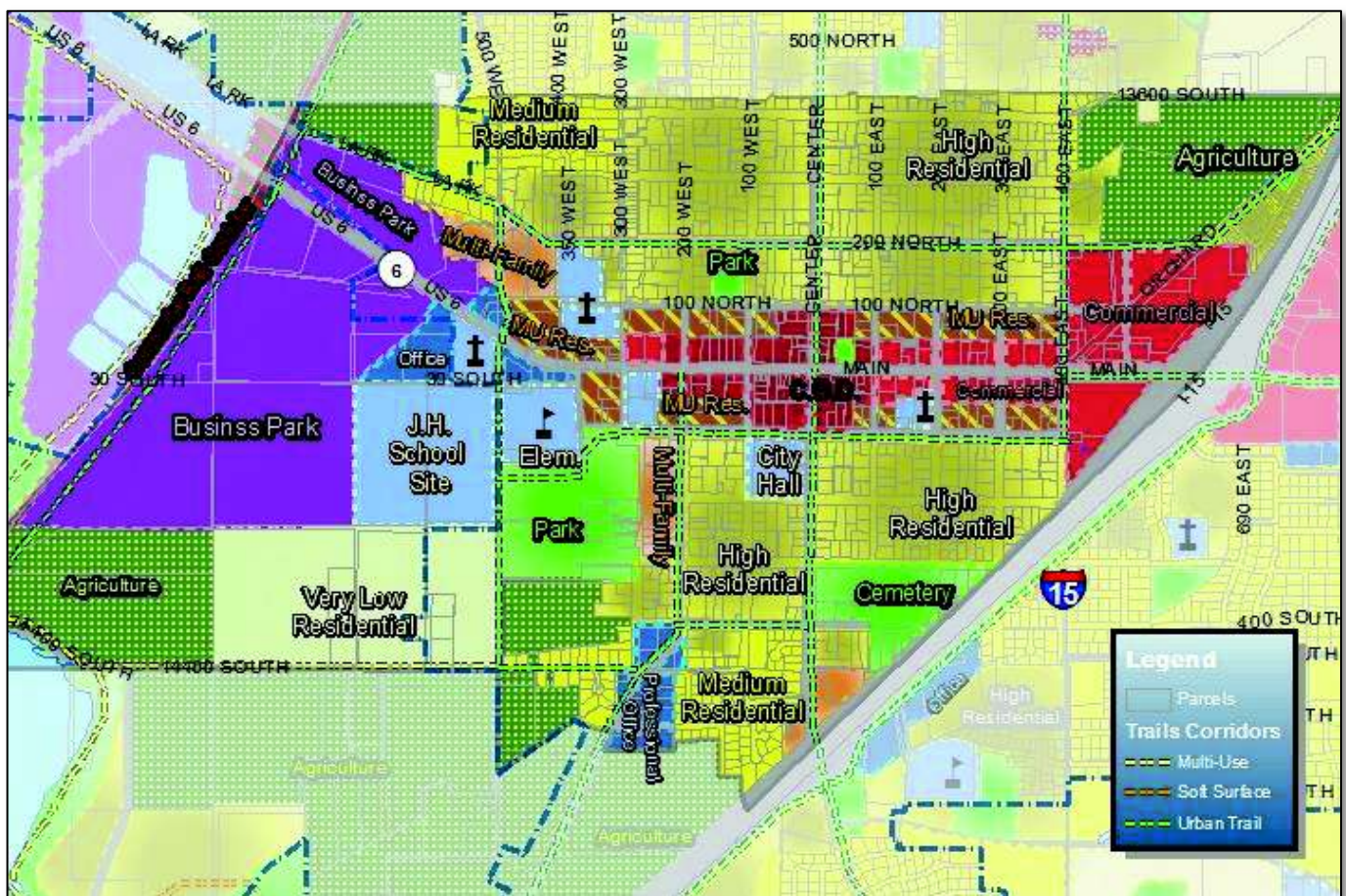


Figure 4: Future land uses identified for the Core Area neighborhood.

## CORE AREA

Residential. To facilitate cleaning up vacant properties, improving the economic environment of the area, and take advantage of readily accessible infrastructure, most of the core area will include high density residential. Examples of housing that might fit under this category include clustered single family lots with 4,000 – 6,000 square feet, flag lots, patio homes, and townhomes. Other properties which can be more easily served by recreation, civic, shopping, or transportation services can be developed with multi-family units, which provide additional synergy in the downtown area. Existing subdivisions built with ¼ acre lot development standards will remain, but may add mother-in-law apartments. Areas near existing agriculture operations or the future school sites will include very low density areas, which may allow for continued agriculture operations or easier transitioning to business park areas in the future.



**Figures 5-7 Possible housing options for the Core Area include single family homes on small lots (left), townhomes (center), and multifamily developments (right).**

Parks and Open Spaces. In conjunction with the junior high school property, Santaquin should work toward having an active recreation sports complex in this area. These types of facilities may include expanded rodeo grounds, additional playing fields for soccer, football, or similar sports, and facilities that can be shared by the School District. Additionally, the cemetery can be expanded to the east and a new neighborhood park is shown on the north side of Main Street. Trails along major roads should connect between parks and other neighborhoods in the city.

Commercial. The Highway 6 corridor will continue to be the economic focus of the city. Lands near the Santaquin Main Street Interchange will include large to small box retail and service industry businesses. Increased mixed use development around the central business area will provide roof tops and day time employees to support local restaurants and shops. City development standards should facilitate property acquisition and redevelopment by allowing greater opportunities for return on investment. However, new development standards should also take into consideration long term community character, protecting property values, and demands on public safety services. Placement of public art and wayfinding elements can help bring attention and interest into the area.



**Figure 8: Wayfinding signage in a downtown area serves informational and artistic value.**

## CORE AREA

Professional/Institutional. To keep the core area as the center of the city and address space needs, a new city hall should be constructed. This new building could include facilities for a new senior center, expanded library, and recreation rooms. Locating such a building downtown creates a traffic draw into the area, which increases business drive-by traffic. It also provides day time employees in downtown that can frequent local shops and restaurants. Additional office and education buildings can be built in the same area to create a more vibrant central business area during the day.

Agriculture. The agriculture lands in the core area may remain productive for many years, but, as Santaquin directs more development away from the development fringe areas and into those places already serviced, there will be increased pressure to develop.

### IMPLEMENTING THE NEIGHBORHOOD FOCUS

#### Goals for the Core Area Neighborhood

##### City facilities

- Construct a new city hall, which can include a new Senior Center, expansion room for the library, cultural venues and administrative offices. Possible design should incorporate architectural elements of the Chieftain Museum.



##### Recreation

- Expand the Rodeo grounds to enable a greater variety and larger events
- Purchase lands for Cemetery expansion and neighborhood park north of Main Street.
- Construct an urban trail system throughout Core Area, which can highlight historic and cultural sites as well as bring pedestrian traffic into the Central Business District.



##### Community Character

- Have more festivals in the downtown area.
- Adopt zoning laws that encourage redevelopment of blighted properties.
- Create boulevards with sidewalks, trees, ornamental lighting, etc. in large street areas.
- Identify historic structures for renovation/preservation or demolition based on economic and community input.
- Bring more color to Main Street with decorative banners, signage, lighting, art and more planters.
- Maintain the Core Area as the center of town and the community gathering place.



## CORE AREA

### Economics

- Create a Redevelopment Area to help finance new business development and additional parking in the CBD.
- Work to get the trailer court relocated away from the freeway.
- Work with businesses to promote downtown.
- Establish areas for professional offices and business parks to be developed.



### Circulation

- Ensure that lands are preserved for major roads like 500 West, 500 South, and 400 East.
- Connect 500 South to Summit Ridge Parkway.
- Proactively work with UDOT for parking, stoplight, crosswalks, widening, and beautification along Main Street (Highway 6).
- Provide business parking on Main Street.
- Parking and visibility at intersections. Post office entrance/exit. Lower speed limit.
- Intersection safety signage control in core area
- Develop boulevard streets to beautify the core area and provide trail connectivity



### Education

- Continue to work with the school district to get a junior high school constructed.
- Work with a state university or ATC to bring higher education to downtown.



### Housing

- Provide a variety of housing types which can facilitate redevelopment of blighted or vacant properties and increase the core area service population.
- Provide fully accessible housing in each multi-family development.
- Establish high quality architectural and landscaping standards for higher density developments.





# 2012 General Plan Update

## North Orchards Neighborhood Plan



# NORTH ORCHARDS AREA

## Location and Characteristics

The North Orchards Area of Santaquin is located west of Interstate 15 and north of 400 North. It includes properties already annexed and those currently shown in the City’s Annexation Policy Plan. The 2010 Census shows 2,364 residents live within this area with only 378 of those being out of City limits.

LandUses (acres)	
Undeveloped:	368
Unbuildable:	375
Residential:	223
Roads:	150
Agriculture:	2680
Commercial:	24

The main characteristics of the area include rows of orchards, open fields, neighborhood parks, easy access to I-15 and the city center via city streets. Most of the homes have been built since 2000 with some vacant lots available for new construction. Since 2008, this area has seen the most new development and it is anticipated to remain the main growth area due to the Orchards development.

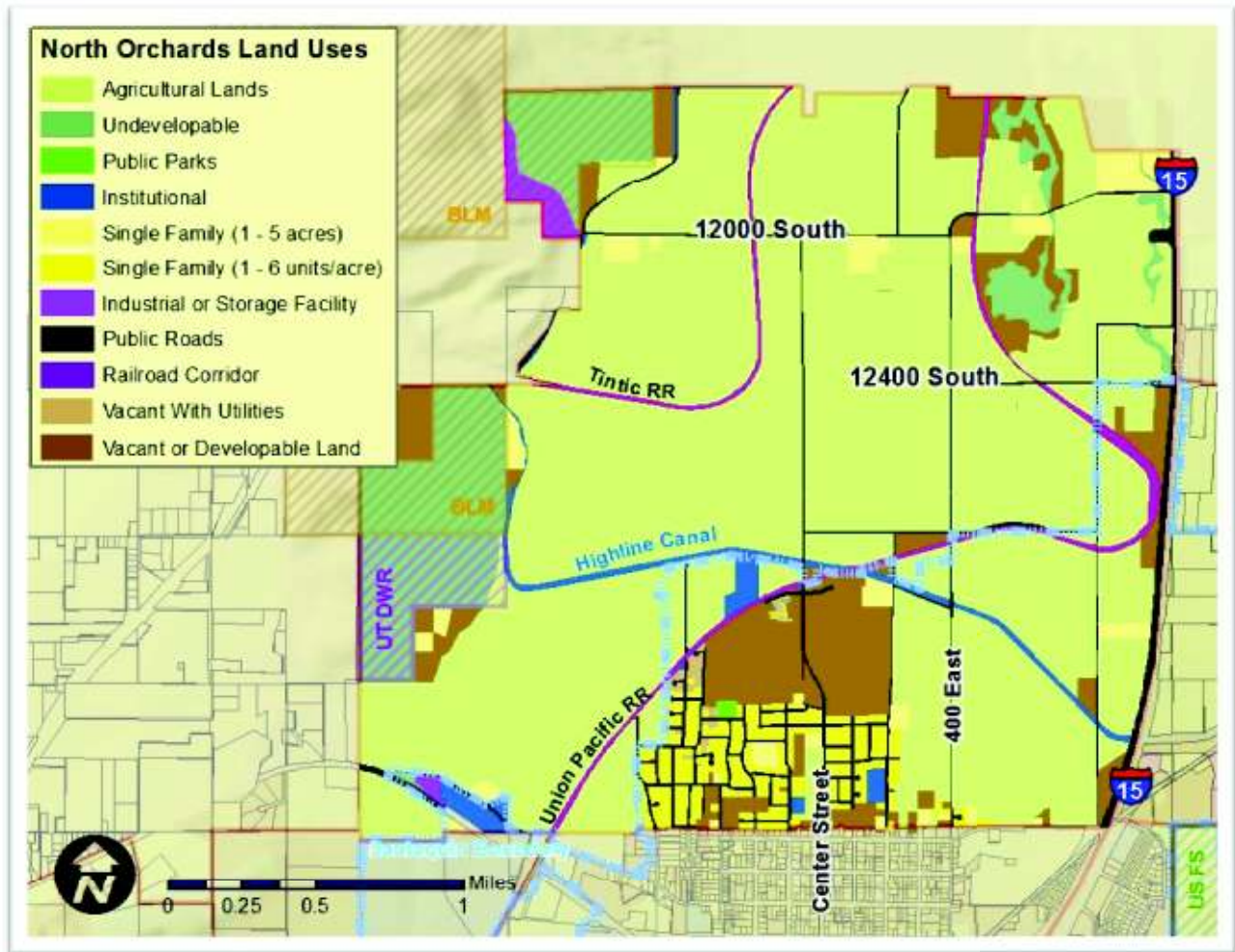


Figure 1: Land Uses identified in the North Orchard Neighborhood.

# NORTH ORCHARDS AREA

## Issues for the Future

Residents of this area desire greater neighborhood integrity through landscaping and code enforcement and increased public recreation opportunities.

**Circulation.** Access into the area is from a few major streets like 300 West, 100 West, Center Street, 200 East and 400 East. Connecting to other north-south streets, as well as provide east-west connections to major roads, will help disburse traffic into the area. There is a desire to accommodate pedestrian traffic through trails and sidewalks. The future plans also include using existing canal crossings for future roads and preserving a commuter rail corridor.

**Schools.** The Nebo School District would like to build a future high school and elementary school in the neighborhood.

**Recreation and Open Space.** The Orchard Cove Park serves 1/3 of the residents in the area. Future schools will provide some amenities and fields for recreation, but more neighborhood parks will be needed. Some private parks will be developed as part of the Orchards development. There are current plans to pipe the Highline canal and provide a green corridor for access to Genola, West Mountain, the Santaquin bench and Spring Lake areas.

**Agriculture.** The areas north and west of the railroad tracks and Highline Canal remain in agricultural production. Many of the orchards are in agricultural protection areas, that require state and local governments to receive approval from the farmer before any roads or zoning proposals are considered. Santaquin regulations also require development near these areas to mitigate potential conflicts or impacts on protected farming operations. This neighborhood will have the greatest impact on farming operations, which are cherished around the community.

**Natural Hazards.** The greatest risk in this area is liquefaction with collapsible soils requiring higher standards of construction.

## Future Land Uses and Build-out Scenarios

Based on the issues identified above, future possible land uses have been identified (Figure 2)

### Parks and Open Spaces

The area could use some more neighborhood park space and expansion of existing parks. Open space and recreation could be connected to school properties. Connect trails along the Highline Canal, Center Street, and along the rail corridor. An aquatic center could be built in conjunction with the future high school.

### Residential

The area includes the master planned Orchards development with a mixture of smaller single family lots and multi-family units. High density housing, including condominiums or apartments, could be built with appropriate standards in areas most easily served by infrastructure, access to



## NORTH ORCHARDS AREA



**Figure 3:** North orchards build out scenario if past development trends continue.

If build-out of the north orchards were to happen using typical development methods, and land uses shown in figure 2, nearly 2,800 new homes could be constructed in this neighborhood (See Figure 3).

### **IMPLEMENTING THE NEIGHBORHOOD FOCUS**

#### **Goals for North Orchard Neighborhood**

##### Transportation

- Improve transportation safety and connectivity in the area
- Plan for appropriate road corridors for future arterial and collector streets.
- Require dedication of corridor necessary for commuter rail.

## NORTH ORCHARDS AREA

### Recreation

- Incorporate identified parks properties into the City parks and recreation capital facilities plan.
- Support efforts to pipe the highline canal and establish the highline canal regional trail system.
- Acquire easements for trail corridors as necessary.
- Separate the railroad from the trails and residences by adequate fencing (possibly stone or masonry walls with sound barrier capabilities)



### Neighborhood Character

- Establish yard maintenance requirements.
- Enforce city nuisance regulations on developed and vacant properties.
- Create a street tree program.



### New Development

- Maintain buffers to agriculture operations
- Provide for a variety of dwelling types with lots up to 2-1/2 acres in the northwest and east areas of the neighborhood, but higher density developments closer to the Core Area and around school sites
- Modify development standards and zoning to allow for large apartment or condominium complexes (parking, landscaping, architectural, massing, etc.) in identified areas
- Make surrounding land use compatible with school properties



### Education

- Work with the school district to locate and plan for schools and related land and traffic needs along Center Street and 400 East.



# 2012 General Plan Update

## South Interchange Neighborhood Plan



# SOUTH INTERCHANGE AREA

## Location and Characteristics

The South Interchange Area of Santaquin is located west of Interstate 15 and south of 500 South (Figure 1). It includes properties already annexed and those currently shown in the City’s Annexation Policy Plan. The 2010 Census shows 681 residents live within this area with 25 of those being out of City limits.

The main characteristics of the area include picturesque views of the Utah valley floor and mountains, largely undisturbed foothills, and easy access to I-15. Most of the homes have been built since 2005 and many vacant lots are available for new construction.

Land Uses (acres)	
Undeveloped:	2308
Unbuildable:	690
Residential:	55
Roads:	163
Agriculture:	307
Commercial:	3
Industrial:	99

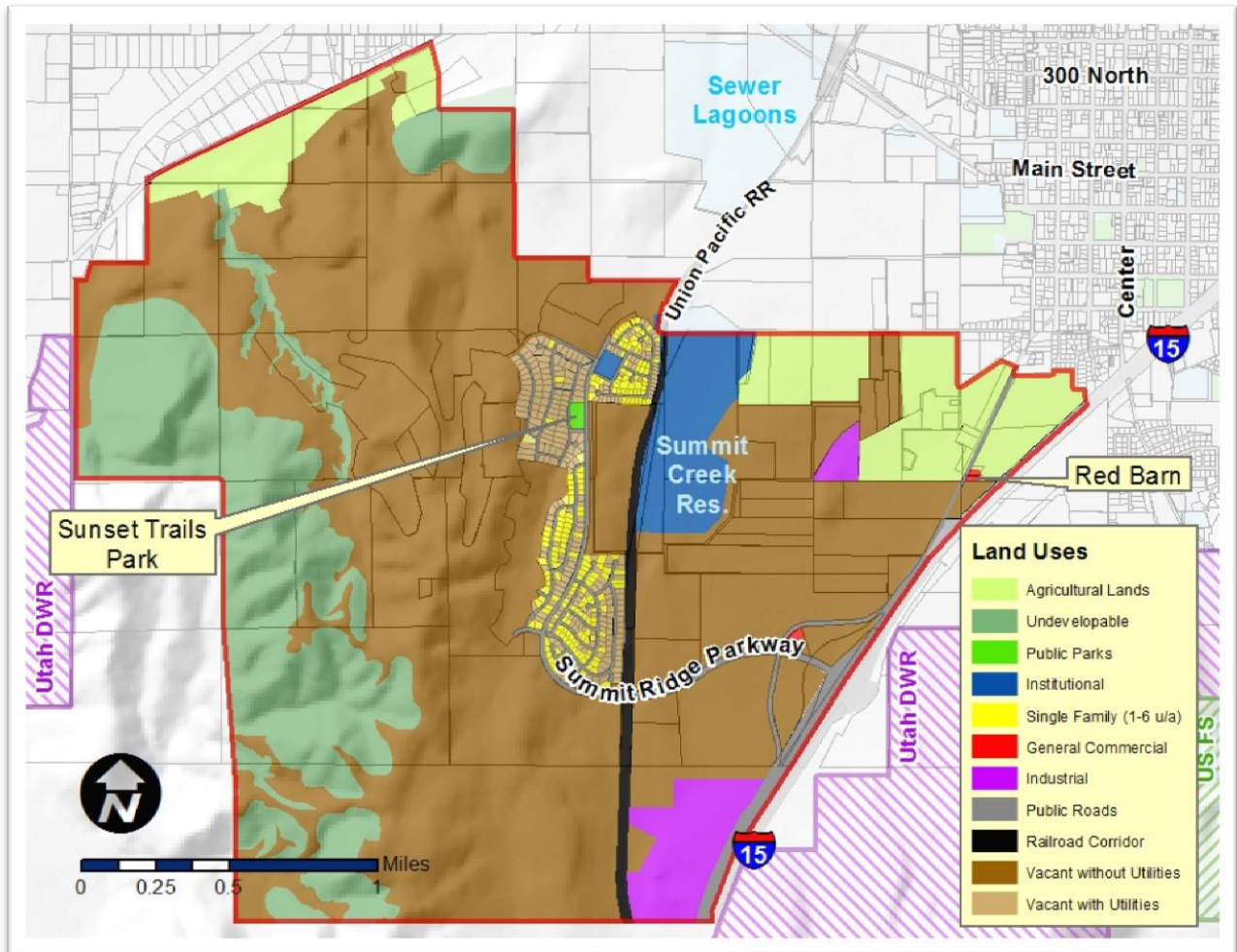


Figure 1: Land Uses identified in the South Interchange Neighborhood.

## SOUTH INTERCHANGE AREA

### Issues for the Future

Residents of this area desire greater connectivity to the Santaquin City core, improved walkability of streets, increased public recreation opportunities, and more businesses near I-15.

**Circulation.** There is great concern from the public safety stand point of only one route in and out of the current residential area in the Summit Ridge development. Summit Ridge Parkway needs to connect to 500 South and additional connections are needed to Highway 6. Other north-south corridors needed for the area include 200 West and 500 West.

Regional transportation goals affecting this area include an end of the line commuter rail station and future Goshen Valley Freeway connection to accommodate east-west traffic through Santaquin. Santaquin has acquired 35 acres adjacent to the railroad corridor for the commuter rail station and some supporting commercial opportunities. The City has started discussions with property owners and other interested parties regarding the extension of a possible east-west freeway corridor and development in the southern portion of this area.



**Schools.** The Nebo School District has indicated they would possibly need two elementary school sites in the area.

**Recreation and Open Space.** As much of the land is still undeveloped, natural open spaces and larger regional parks can be planned to provide amenities for local residents. The Summit Ridge development agreement includes park land dedication requirements for every 1,000 residents. Connecting future parks and trails to lands around the Summit Creek Irrigation reservoirs and public lands east of I-15 will be a challenge.



**Agriculture.** There are active agricultural operations near Highway 6 and agricultural commercial at the Rowley's Red Barn. As commercial areas are developed, the agriculture lands will receive greater pressure to sell and move unless sufficient mitigation and economic policies incorporating these operations are adopted.



**Natural Hazards.** The greatest natural hazard within this area is wild fires due to lightning and human carelessness. Housing adjacent to native vegetation areas and steep slopes will be at risk, especially with long travel distances from responding fire facilities. Future developments in these areas are required to provide fire protection and sufficient water flows to fight any fire threat. The commercial area east of the railroad and west of I-15 is also subject to seasonal flooding.

## SOUTH INTERCHANGE AREA

**Economics.** The south interchange area has over 500 acres available for commercial and light industrial development. Previous plans for the area included a regional shopping destination, hospital, offices, and business centers. More recent visions include ties to a farming heritage center and Native American cultural area. Timing for any of these facilities will be predicated upon growth within and around Santaquin. The city must also balance development timing in this area with the viability of smaller commercial areas near the Main Street interchange and the central business area.

**Additional Public Comments.** During public meetings held in July 2012, several specific concerns were raised by property owners in the neighborhood. In addition to those future issues raised above, public comments included the following:

- Neighborhood cleanup and landscaping standards are needed with new homes.
- The I-15 interchange gateway into this area and Summit Ridge Parkway need to be given as much consideration as Main Street.

### Future Land Uses and Build-out Scenarios

Based on the issues identified above, future possible land uses have been identified (Figure 2).

#### Parks and Open Spaces

There are multiple parks planned in the Summit Ridge development as well as natural open spaces with trails. Larger regional parks are planned around the Summit Creek Irrigation pond and recharge pond near the railroad tracks.



#### Residential

The development agreement with Summit Ridge allows for over 2000 units at buildout. Future housing density should be directed to areas more easily served by infrastructure services and amenities, which may mean shifting densities within the development area. This may include medium density housing with pockets of higher density dispersed throughout the overall development. Low density housing would occur where topographical constraints limit development with very low density in places where utilities are difficult to construct. Areas not able to connect to city services may be possible with private systems. A commuter rail station generally requires high density multi-family or mixed use development around it to provide viable economic synergy.

#### Commercial/Business Park

Being a bookend to the urbanized Wasatch front and located at the crossroads of southern Utah valley, this area is “build ready” for commercial development near the freeway. There is land available for freeway commercial pads and larger big box development. Smaller shops could be near or mixed into the commuter rail station. Business development could also occur, with warehouse commercial and light industrial uses being set back from the freeway, but with visibility and access to the freeway.

# SOUTH INTERCHANGE AREA

## Professional/Institutional

There is sufficient acreage in this area to accommodate many professional, medical, and service oriented businesses. Siting of these businesses within close proximity to commercial and recreation opportunities will increase the attractiveness of the area's business climate. Adding a heritage center, Native American culture center, and regional equestrian show facilities will increase tourism in the area and exposure to businesses.

The amount of housing planned in the Summit Ridge Development will necessitate at least two elementary schools being built. It is greatly desired that a regional satellite campus for a local university also be located within the business areas of this neighborhood.



## Agriculture

Farming operations will continue to be important in the northeast part of the area, especially where they can incorporate tourism, education, and business opportunities. If these lands are not incorporated into the economic framework of the area, they will become too valuable for development and eventually lost, along with the ambience they provide our community.

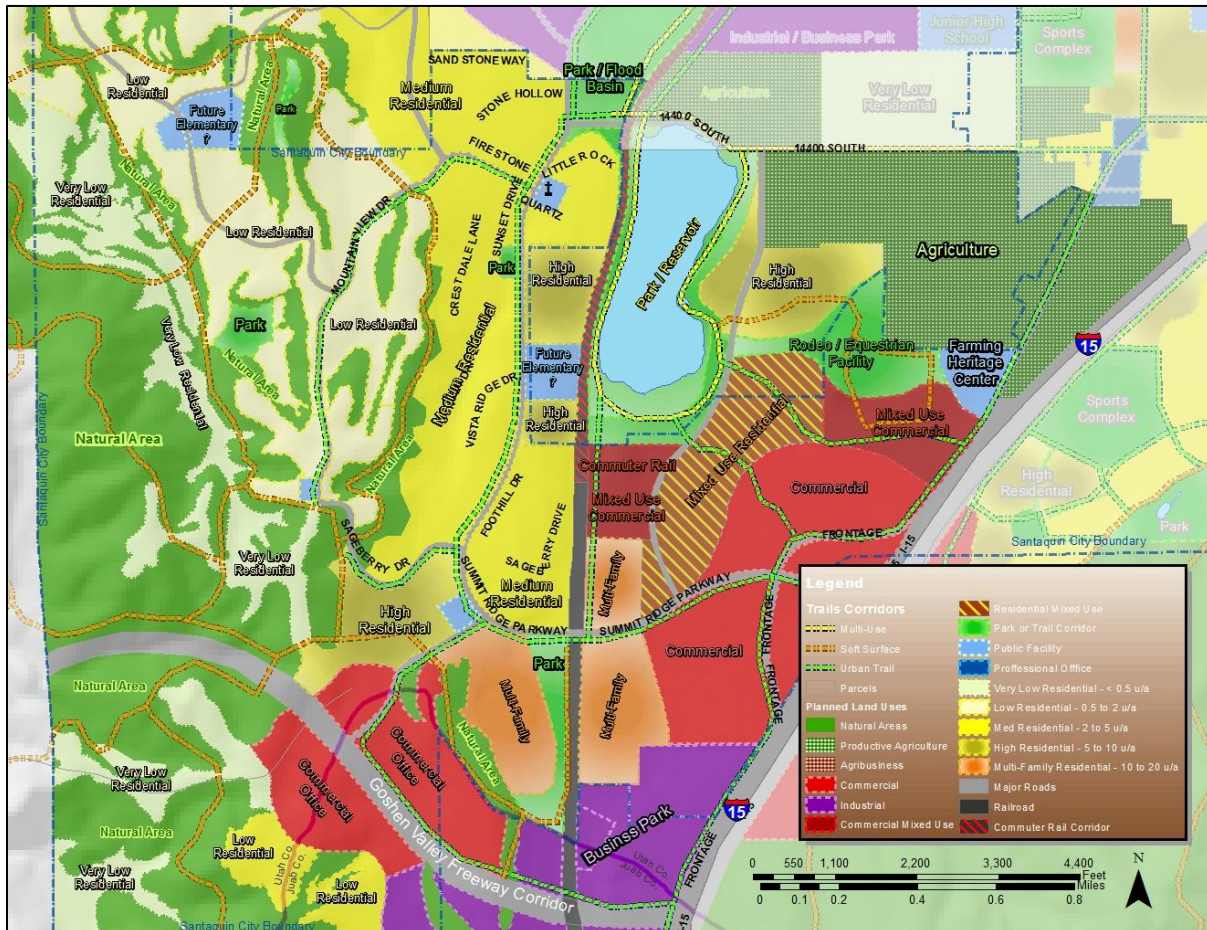


Figure 2: Future land uses identified for the south interchange neighborhood.

## **SOUTH INTERCHANGE AREA**

The build-out for the south interchange neighborhood is based on development agreements with several large property owners. In order to achieve the desired land uses in this plan, renegotiation of those agreements will be necessary.

### **IMPLEMENTING THE NEIGHBORHOOD FOCUS**

#### **Goals for South Interchange Neighborhood**

##### **Economics**

- Encourage commercial development; convene a property-owner planning summit to facilitate cohesive commercial/institutional development in the neighborhood.
- Develop the City's 35 acre site before 2020; convene a property-owner planning summit to facilitate cohesive commercial/institutional development in the neighborhood.
- Create a Transit-Oriented Zone that allows for mixed use and higher densities around the future commuter rail station.

##### **Beautification**

- Clean up, install and maintain landscaping along Summit Ridge Parkway. This should include working with volunteer groups or the Summit Ridge HOA.
- Complete and reclaim mining operations near the railroad.
- Incorporate uses and design elements that highlight the agriculture industry in the area near the Red Barn and South Ridge Farms operations.

##### **Transportation**

- Facilitate commuter rail expansion into the area.
- Complete a fully improved secondary access to Summit Ridge from Highway 6.
- Preserve the Goshen Valley freeway corridor through negotiations with affected property owners or businesses.
- Complete trail and landscaping enhancements between Stone Hollow and the Vistas developments and all the way to South Ridge Farms Road.

##### **Recreation and Culture**

- Identify and work with interested Native American nations to establish a cultural center near the south interchange.
- Seek funding and design of a farming heritage center.
- Work with volunteer groups to establish a trails committee to establish user trails and corridors through future development areas.
- Connect trails to areas east of I-15 and west towards the warm springs area.
- Develop the Stone Hollow 12 acre park.

##### **Environment**

- Complete a storm water protection plan to handle flooding through the area.
- Assure access for all emergency vehicles to protect persons and property from potential wildfires in the Summit Ridge area.